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A man— his hobby— and a very personal cigarette

HERE'S a man of originality—Sir Geoffrey Cory-Wright, Bart., lifetime amateur photographer who has recently made it his profession. You've probably admired the originality of his work in well-known magazines.

Sir Geoffrey is a noted collector of rare and beautiful objects. Here, in his lovely Hertfordshire home, is his collection of rare glass paper-weights, some over 100 years old.

Knowing his individual turn of mind, you won't be surprised when he offers you his very personal choice in cigarettes. Larger than usual, oval in shape though Virginian-flavoured, and rather fuller to the taste: "Passing Clouds"—the cigarettes in that unmistakable pink box.

20 for 4/6 100 for 22/6

Sir Geoffrey Cory-Wright is always happy to talk about his collection of glass paper-weights. "This is the mille fiori design," he says. "The hardest to track down have a single flower or butterfly. Once, you could buy them for a few shillings; now, they can sell for £200!" As he talks you can sense the firm streak of originality in his character. Offer him a cigarette, for instance, and he'll say "rather smoke my own, thanks." Then he'll offer you "Passing Clouds."

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Rover's own fully automatic transmission both eliminates normal gear-changing and incorporates an overdrive that comes in automatically at cruising speeds to give silent, effortless and economical travel.

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THE ROVER 105/S

"There was a fine feeling of luxurious isolation in the way this Rover 105/S covered the ground . . . cruising speed is virtually what one cares to make it. The amount of equipment making for comfort or ease of control is lavish . . . everything to make the occupants feel that they are rather special people. Rover comfort and quality are now allied without compromise to decidedly high performance". *(The Autocar. 22.2.57)*

Powered by a 108 b.h.p. twin carburettor engine, the 105/S has automatic overdrive and a special de luxe trim fitted as standard.

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Both the 105/R and the 105/S are surprisingly economical in petrol consumption. Like the well-established 2-litre 60, the 75 and the 90—all available with automatic overdrive—they offer the true Rover economy of low maintenance costs and high re-sale value.

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Volume CCXXVIII No. 2974 The SPHERE, London, March 30, 1957

The SPHERE

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"FREEDOM AND FRANKNESS AMONG OLD FRIENDS"—PRESIDENT EISENHOWER AND MR. MACMILLAN DURING THEIR TALKS AT BERMUDA: By far the most important outcome of the conference between the American and British leaders was the re-establishment between their two countries of the close relations which were broken during the Suez intervention last autumn. Agreement was reached "in principle" for the provision of American guided missiles for the British Forces.

At the end of the Bermuda talks a communiqué, which was unusually concise for an international conference, opened with the statement that President Eisenhower and Mr. Macmillan had "conducted their discussions with the freedom and frankness permitted to old friends in a world of growing interdependence." According to most observers, there seemed little doubt that the Prime Minister had achieved his primary objective of reuniting Britain and America. Next in importance was probably the agreement "in principle" for Britain to have American guided missiles, which should have a beneficial effect on Britain's defence programme. There was also plain speaking to the Soviet Union regarding nuclear tests. The communiqué said that they must continue in the West "as a deterrent," but Britain and America would take precautions to limit radiation hazards and offered to open their tests to foreign observers if Russia would do the same. United Nations resolutions on Gaza, Aqaba and the Suez Canal were supported and full American membership of the military committee of the Bagdad Pact was reaffirmed. (Further pictures from Bermuda on page 482.)

Postage—Inland, 3d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

MR. DE VALERA RETURNS TO POWER

RECEIVING THE SEAL OF HIS OFFICE: The President of Ireland, Mr. Sean O'Kelly (on left), smilingly greets Mr. Eamon De Valera when the latter visited his office to receive his seal as Prime Minister of Ireland. The visit followed Mr. De Valera's victory in the Irish General Election where his party won 78 seats out of a House of 147. This is the highest total he has ever commanded since his party entered the Dail, or parliament, twenty-five years ago.

AN ART EXHIBITION IN LONDON

THE AUSTRALIAN HIGH COMMISSIONER PERFORMS THE OPENING CEREMONY: Sir Eric Harrison, on right, who opened the exhibition of Dutch and Flemish masters at the Slatter Gallery, in Old Bond Street, admires a work by Adriaen Van De Venne (1589-1662) entitled "The Skating Party," which is part of the exhibition. On left is Mr. Eugene Slatter, who owns the Galleries. The art exhibition is being held to raise funds for the Fairbridge Society.

PRESENTATION TO A FRENCH ACTRESS

EDWIGE FEUILLERE RECEIVES A "BRIGADIER": Mr. Eric Patterson, an engineer at the Palace Theatre, London, presents a "brigadier," an instrument made of wood and satin, to Edwige Feuillère after her first-ever performance of Racine's Phèdre. The "brigadier" is an instrument traditionally used in the French theatre to strike the stage floor so that the audience will know the curtain is about to rise.

RATES OF SUBSCRIPTION TO "THE SPHERE"

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A London Newsletter

195-198, STRAND, W.C.2.

The Premier Still Confident.—Nobody expected that in Mr. Macmillan's first major speech (at Leicester, on the eve of Bermuda and the Budget) he would spill the beans or broadcast the brass tacks. His opponents, no doubt, hoped that he would show some signs that he had taken a jolt and lost some of his confidence and first fine rapture. They were disappointed. He was very much at ease as he made his points, the headings of a Conservative prospectus for an "Opportunity State." Naturally, the investor is more interested in a balance-sheet than in a prospectus, just as a judge pays more attention to the evidence than to counsel's opening. But his supporters welcomed his fighting spirit, his belief in Conservatism as a live force, his refusal to be dashed by the fearful snags at home and abroad, that obstruct the clearing of his Government's canal. The weaker vessels among his supporters no doubt were disappointed at the lack of footnotes to his epigrammatic and confident points. They would have liked to know if "giving opportunity to the strong and able in order to protect the weak and old," meant something for everybody in April 1957, and if his condemnation of crippling taxation was a Budget leakage worth gambling on. But even they realised that this was asking too much on March 18, and most of them took comfort from his gay generalities and found in them a proof that his head, if a little bloody, is unbowed, that he stands by his unpopular measures, believes firmly that Conservatism is alive and has a live policy which can still swing the wobblers within two years (with average luck). But without "average luck," few of us can see the Conservative canal open for free passage in the short time available. The luck he must be praying for looks like an outside chance to me. It is the chance that within the next few weeks or months common sense, restraint and a right judgment will tardily break in on leaders and peoples, on managements and men, at home and abroad, on all who hold the destiny of Civilisation in their hands, before this nation and the nations of the world topple over the crater-edge. The last decade has brought us to the rim; we are all too conscious of the sulphur. I rate Mr. Macmillan's courage higher than his optimism. I don't see where the money to create the Opportunity State is to come from.

A DRUID CELEBRATION

THE COMING OF SPRING IS CELEBRATED ON TOWER HILL: A procession of Druids makes its way to Tower Hill for the annual ceremony marking the coming of spring, at the Vernal Equinox of the sun. The ancient ceremony and its attendant ritual was revived last year after a lapse of 162 years. According to Druid legend Tower Hill is the site of an ancient British burial-ground and a place of worship.

Down Tools in Bedlam.—Time was when the wives could exercise a controlling influence over their menfolk and shorten stoppages when they became convinced that hopes of betterment were offset by present austerity and that a continuation could serve no useful purpose for the strikers. Perhaps this consideration did affect the shipyard workers' decision to meet the employers last Monday. Until then they had seemed blind even to the first observable consequences to their security of tenure in their trade. Already repair business is being turned away from British yards, orders are being cancelled where possible and only the fact that foreign yards are already filled to capacity for years averts an immediate landslide. That fact alone should be a red light to the blindest. And the wives would see it soon enough if they felt the pressure as severely as formerly they did, in their homes. But the Welfare State has changed all that. Nowadays the taxpayer subsidises strikes; reckless or justified, it matters not. The unions concerned or likely to be concerned in the present calamitous strike and threatened extensions are for the most part rich; most of them can live on their fat for many weeks. The A.E.U. alone have resources of £11,000,000 available. One of their striking members who was perhaps earning £15 a week may rely on a union grant which might rise as high as £4 a week; he can also rely on repayment of income tax. His wife *can* receive National Assistance up to 36s. a week, with an average of 15s. for each covered child and a rent allowance averaging 13s. a week. The wife's "contribution" from the State to the weekly budget could be as high as £4 3s. if there were three eligible children. In addition would be the strike pay and returned income tax. Such a total income at least keeps the wolf from the door in many homes to-day, if it does not provide the means to complete luxury purchases, and to launch out in new comforts. It is enough, at any rate, to postpone the age of reason and to keep common sense and sanity and vision from entering the door.

The Rate for the Job.—Some of these shipyard strikers were recently earning as much as £20 a week in boom times. A curate would think himself passing rich on half that income. An expert agricultural worker would think the same. I can understand any man striking because his pay-packet cannot cope with the increasing cost of living. I can understand a skilled man quarrelling with the parable of the labourers in the vineyard and demanding the distinctive rate for the skilled job. But that men should risk their security of tenure merely to save face, or that workers in prosperous industries can be justified in instant demands for increases in pay exceeding increases in profits and exceeding rises in costs of living, is only understandable if we accept the illogicality of the whole system of wage standards. We accept it that in a materialistic world a minister of religion is an unskilled and unimportant worker. We *are* puzzled why workers in vital industries, such as public services, which do not run at a profit, must accept as just, wages far lower than those in vital industries which are profitable. Any nation starting out to create its "systems" would surely consider and decide on a national wage structure and not a wage structure based on individual trade conditions. It is beyond the power of this old country. No effort has been made to establish and rank the jobs of chief national importance. They might be found to include ministers of religion and schoolteachers no less than riveters. Short of a dictatorship, there is no hope that our old country can ever shatter the sorry scheme of things under which we suffer, and mould it nearer to the heart's desire. We shall never come to accept it that we are all labourers in a single vineyard and that if that vineyard goes out of cultivation, we are all out of work.

Out of the Frying-pan . . .?—I could well imagine a highly successful barrister, who had made a great fortune at the Bar, deciding to retire, to enjoy some years of cultured leisure and peace while still in his prime. That seems to me the essence of wisdom, whatever view a man may hold on "The Great Mystery." I can imagine an active-minded, clever man who has achieved success in one profession switching to reach mastery in another. Such a man was the 1st Marquis of Reading. But the choice of the new profession would be the first and most anxious consideration, and the two alternatives which (as things are to-day) I myself should reject off-hand would be the very pair which Sir Hartley Shawcross has chosen. To go in at the top in management in the oil business and Fords . . . this is sheer courage, if not recklessness! This surely is to put your head in the hornet's nest because you find stings stimulating and revel in trouble. This is quite beyond my understanding. And the second is like unto it. To take a more active part in politics to-day may well be altruism, but altruism of a bitter sort, all spikes and disappointments to ambition, full of setbacks and disillusions to constructive statesmanship. The new leading case of Sir Anthony, the earlier cases of Mr. H. Morrison or Lord Curzon would influence

my decision. Out of the frying-pan into the fire. . . . As for the jibe that Sir Hartley means to destroy Capitalism in the Commons and boost it in the City, I let that pass. We are most of us compelled to inconsistencies every day of the year, whether we slave humbly for a bare living or seek to climb to the stars for immortality. Anyway, every man is entitled to choose his careers for himself and needs no outside advice. And Sir Hartley is a popular, pleasant and very clever man, likely to reach towards the top on whatever ladder he sets his feet.

Taxed Beyond Enduring.—In recent years Lord Selborne has written letters to the Press full of good sense, vigour and courage, and I have found myself in complete agreement with his views on many subjects, from Press intrusion to economic problems. I only wish that the substantial body of public opinion which must support his views could combine more actively than they do to impress them on our Government and all concerned by a wider and more vigorous and practical campaign employing all constitutional means at the disposal of minorities. In a recent letter to the *Daily Telegraph*, "Taxed Beyond Enduring," he made a number of sound points relevant to his subject, and indeed outside it. He enumerated a number of results from our present crippling taxation. The migration of the wealthy, the migration of British companies and their acquisition by foreign interests, the assumption of foreign flags by our native shipping concerns. These results undoubtedly mean the loss of hundreds of millions of what should be national wealth. He refers to the necessity for those of the richer sort who have not yet fled the country, to live on their capital and part with valuable pictures and antiques to foreign museums and collections. The effects of migration of the young and ambitious, who find their initiative stifled and atrophied from the same cause, are to-day becoming better appreciated. Lord Selborne made two other points which are worth examination. A considerable factor in the extravagance of central and local administration to-day (with its effect on taxation and local rates) is the fact that the vast amount of administration formerly and for centuries carried out by volunteers must now be performed by paid workers. Even in the form of allowances for petrol and subsistence, this payment of "volunteers" amounts to an enormous annual sum. If we are to survive as a free nation (as Lord Coleraine said in the Lords), we must cut our coat to our available cloth.

Living Still in the Past.—That is one of the truest of truisms. Our Governments since the war have shown little consciousness of its truth. Arising out of that, I have a letter before me just received from a business man in the U.S.A. He says: "As a New Englander, I am concerned always about our Mother Country, as we in Boston think still of England. I am relieved to note that in your analyses in your recent articles, you are really getting to the basis of your national troubles. Your articles on 'living in the past' and continuing to indulge habits and expenses which *no other European nation can or does afford* are a very practical approach to the grave problem." Any sane man who takes trouble to compare the economic condition of England and our international influence and importance before the wars, and proceeds to draw up a list of some of our extravagances in administration, in social and ceremonial frills, in showmanship and splendour (perhaps justifiable then), cannot but come to the conclusion that we are making little attempt to cut our coat to diminished cloth, but continue to bolster up our fallen grandeur by living in and on our past traditions. And whether these outworn splendours are seen in extravagant showmanship in central and local administration or in trivialities such as unnecessary titles and honours, or even the absurd adherence to Edwardian social conventions and dress fashions, the blindness of Governments to a simple and inexorable economic saw is proved to the hilt. We must cut our new coat to our diminished cloth, and in so far as that task can be begun by a re-examination of the whole system of taxation, that re-examination must take care of the pence before it takes care of the pounds. Only so can sane men believe that at long last the truism is accepted as true. It would be fine if we could pull back to sanity, and so order our national life and balance our Budget as honest private men still try to do. But it will not be easy or quickly accomplished. There is a harder task to be accomplished before we as a nation can win back to the honesty and sense and decency of the honest private citizen. Something must be done to make us once again one nation. At present we are bitterly divided into two nations. Government after Government has favoured one class at the expense of another, through cowardice or party tactic, and social justice has ceased to have a meaning. In its place, we exist in a "free for all and the weakest to the wall"; these are the very evils of the bad old days (exposed by Dickens and "Dizzy" and who-not) which many Governments from their days have secured our mandates to abolish—and have failed to abolish.

THE OLD STAGER

PRINCESS MARGARET AT A COMMONWEALTH RECEPTION

HER ROYAL HIGHNESS VISITS THE FISHMONGER'S HALL: Princess Margaret stops to look at the portrait of her sister, the Queen, by Pietro Annigoni which was commissioned by the Fishmonger's Society and now hangs in their Hall. The Princess was attending a reception held by overseas students of the Commonwealth in the Hall. During the course of her visit Her Royal Highness met students of many different races who are studying in this country. The afternoon reception was given by the Dominions Fellowship Trust.

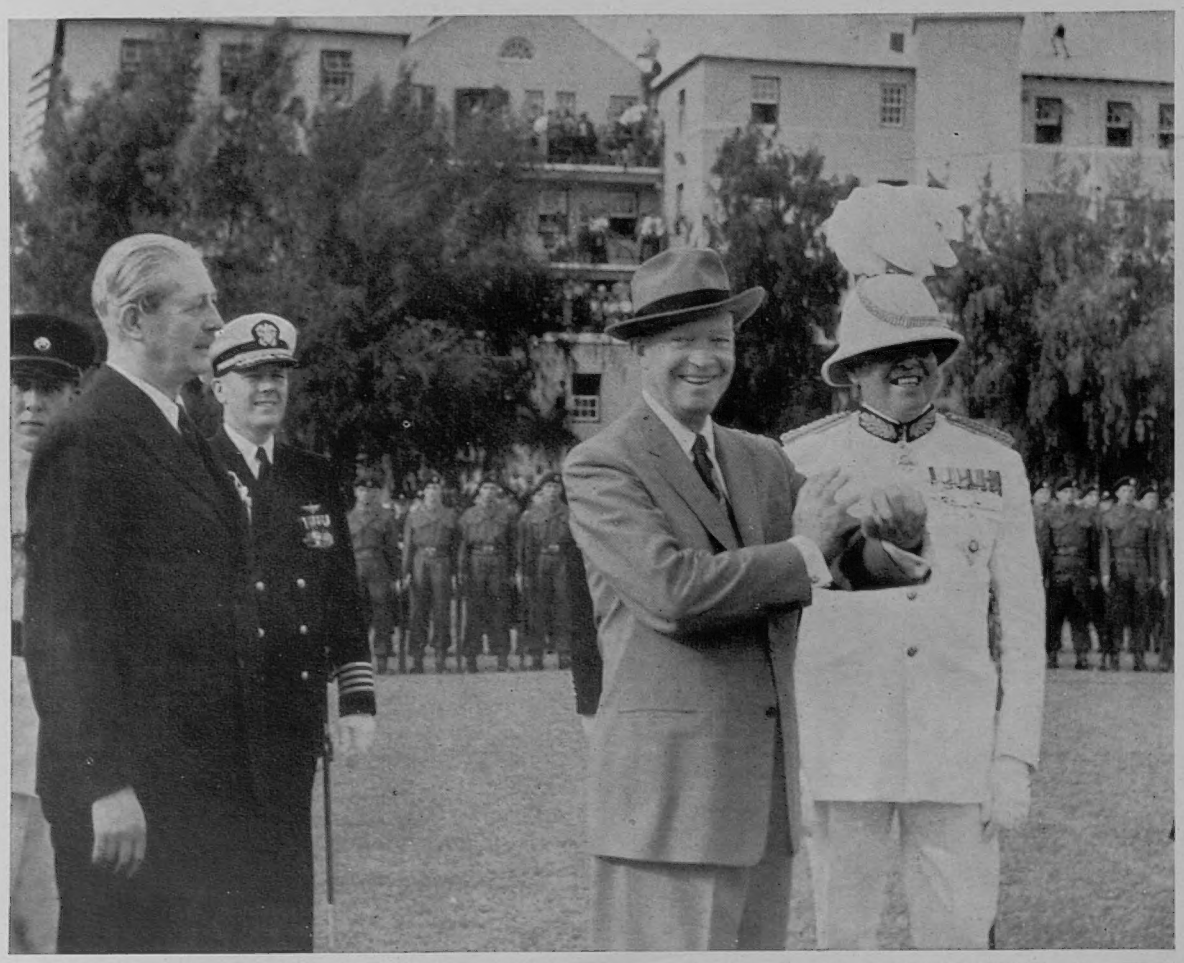
PRINCESS MARGARET ARRIVES AT THE FISHMONGER'S HALL: Wearing a velvet dress and a flower hat, Her Royal Highness arrives at the Hall for a reception given by the Dominions Fellowship Trust.

THE DUKE OF EDINBURGH TROPHY

A PRESENTATION BY PRINCE PHILIP AT BUCKINGHAM PALACE: His Royal Highness, in his uniform of Colonel-in-Chief of the Wiltshire Regiment, makes the first presentation of his newly-instituted award, the Duke of Edinburgh Trophy, to Lieut.-Colonel H. M. A. Hunter, D.S.O., M.B.E., Commanding the 1st Battalion, the Wiltshire Regiment. The Battalion were the winners of the Trophy, which is open in annual competition to teams from the units of which Prince Philip is Captain-General, Colonel-in-Chief, Colonel, Honorary Colonel or Honorary Air Commodore. Each team consists of two officers and six other ranks, and the competition comprises tests in marksmanship, agility, strength and endurance. It is singularly fitting that the Wiltshires should be the first winners of the trophy, for this distinguished regiment is also "The Duke of Edinburgh's," having been given the style when Queen Victoria's second son was Colonel-in-Chief.

ACCORD IN THE BERMUDA TALKS

President Eisenhower and Mr. Macmillan Reaffirm Anglo-American Friendship



"STRENGTHENING THE LONG-TERM BONDS BETWEEN US": Mr. Eisenhower outlines on his arrival the purpose of his talks with Mr. Macmillan.

THE PRESIDENT ARRIVES: Mr. Eisenhower is welcomed at Hamilton, Bermuda, by the Governor, Sir John Woodall, and Mr. Macmillan. The President had travelled from America in the cruiser U.S.S. *Canberra* for the vital talks to re-establish accord between Britain and America.

On right—

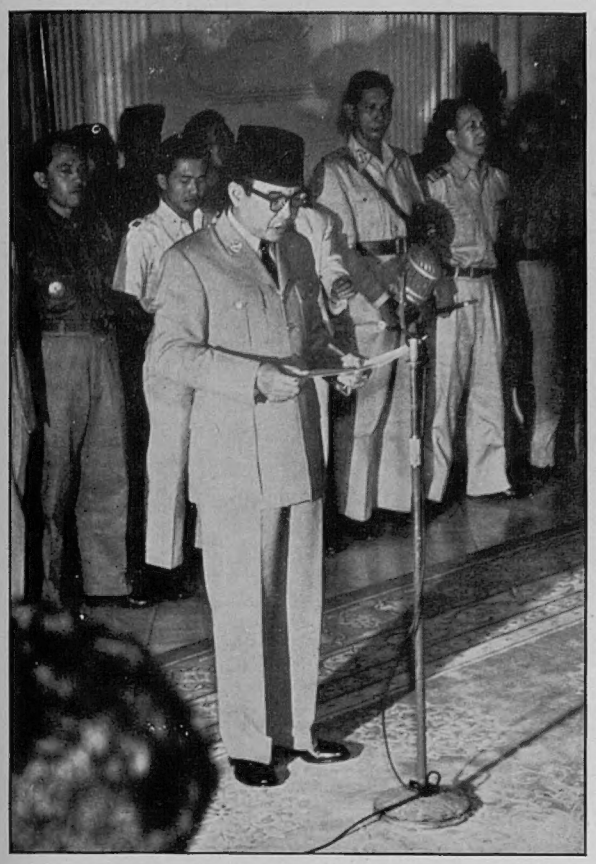
RENEWING AN OLD FRIENDSHIP: The President and Mr. Macmillan drive together through Hamilton to the Mid-Ocean Club, where the talks were held. They first established a close political association together during the war in North Africa.

IN HIS FAVOURITE SURROUNDINGS: In the two pictures above Mr. Eisenhower is seen being coached by Archie Compston, the golf professional, at the Mid-Ocean Club. He could not resist a short practice on the links during a break in the Anglo-American talks.

On right—

IN HAPPY MOOD: Mr. Selwyn Lloyd and Mr. Dulles flank their leaders as they pose for photographers during the conference. Both in the official sessions and in private conversations it is understood that there was great frankness between the four chief figures. This did much to contribute to the success of the talks, which dealt with a wide range of subjects. Among them were guided missiles, nuclear tests, the Middle East in many of its aspects, relations with Russia and the world situation in general. After the departure of Mr. Eisenhower and his delegation, Mr. Macmillan and Mr. Selwyn Lloyd remained in Bermuda for discussions with Mr. St. Laurent, the Prime Minister of Canada, and Mr. Pearson, Canadian External Affairs Secretary.

The News in Pictures



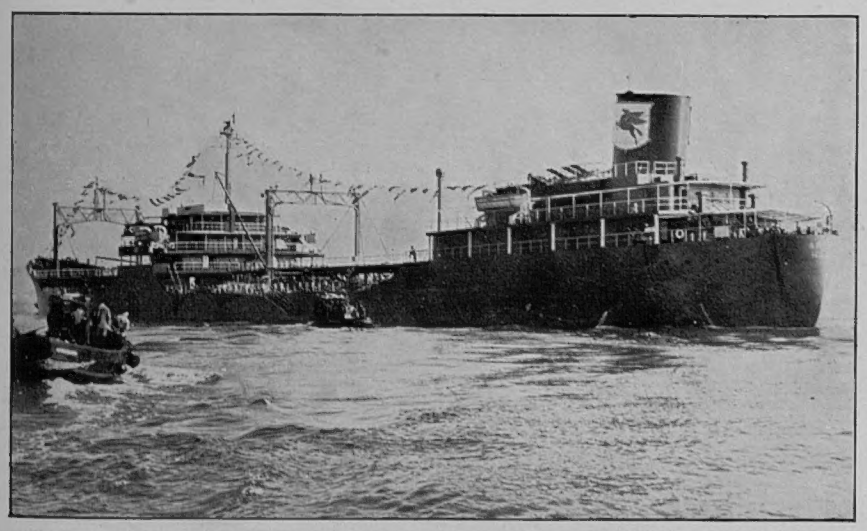
MARTIAL LAW IN INDONESIA : President Sukarno of Indonesia, standing before a microphone, in Jakarta, declares martial law in the State following Army revolts.

THE LAST SESSION OF THE INDONESIAN CABINET : Dr. Sastroamidjojo, the Prime Minister (bearded, centre), presides over the last meeting of his Cabinet in Jakarta before handing in his resignation to the President. Following military coups, most of the outlying islands have broken with the central Government.

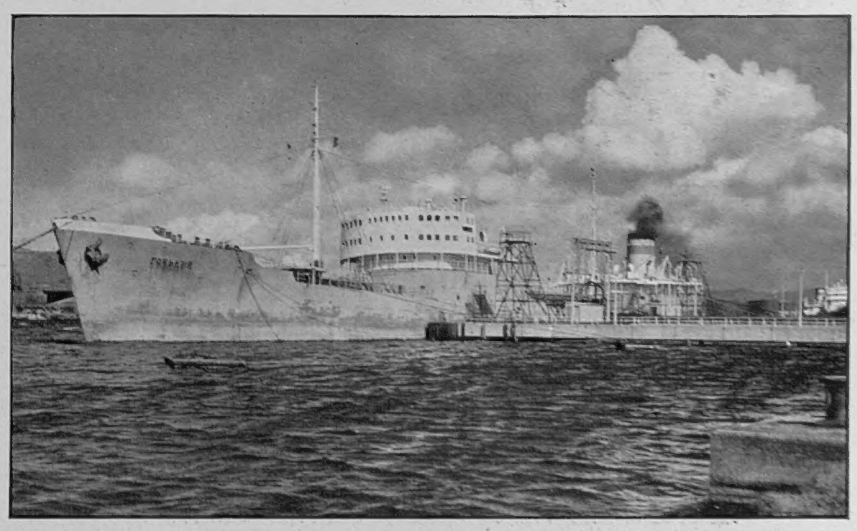
The resignation of Dr. Sastroamidjojo's Government and President Sukarno's proclamation of martial law are the direct result of a series of military revolts in the outlying islands of Indonesia. The Republic is at present faced with the prospect of disintegration, since most of the outlying islands have broken with the central Government. In a broadcast to the country after the proclamation of martial law, President Sukarno said that dissension and strife were raging in the Republic at a time when international conditions were coming to a head and when foreign subversive activities were still rampant in Indonesian territory. Dr. Sastroamidjojo formed his Cabinet in April of last year, six months after the first general election.

OPENING CAPTAIN SCOTT'S FOOD STORE : Peter Scott, the artist and ornithologist (second from right), son of the ill-fated Antarctic explorer, opens a tin of food from a cache left in Antarctica by his father on his last journey to the Pole in 1912. The tin was opened at the Tin Research Institute at Greenford, Middlesex. Seated on the right is Dr. E. S. Hedges, the Manager of the Institute, and standing is Mr. W. Richard Lewis, the Assistant Director. The food was discovered at Cape Evans by an expedition preparing for the Geophysical Year. It was left by Captain Scott for use on his return journey from the South Pole. Despite the passage of forty-five years, the food was still palatable.

JUBILATION IN JORDAN : Crowds of cheering Jordanians fill the streets of Amman, the capital, in celebration of the abrogation of the Anglo-Jordanian Treaty of 1948. Later, the Jordanian Prime Minister, Mr. Suleiman Nabulsi, speaking to an open-air meeting of 20,000 Arabs in the main street of Amman, said that his Government would not be bound by the Eisenhower Doctrine for the Middle East. He warned his listeners that with the ending of the Treaty with Britain, Jordan would face "hard responsibilities." He said, "Jordan must guard against imperialists and mutineers." He went on, "We believe in positive neutralism, and this means having no alliances with any camp. This neutralism must be our constitution and belief. There is an imperialistic conspiracy to internationalise the Gaza Strip. The West and Ben-Gurion must know that the Arab nations will not be kept silent."

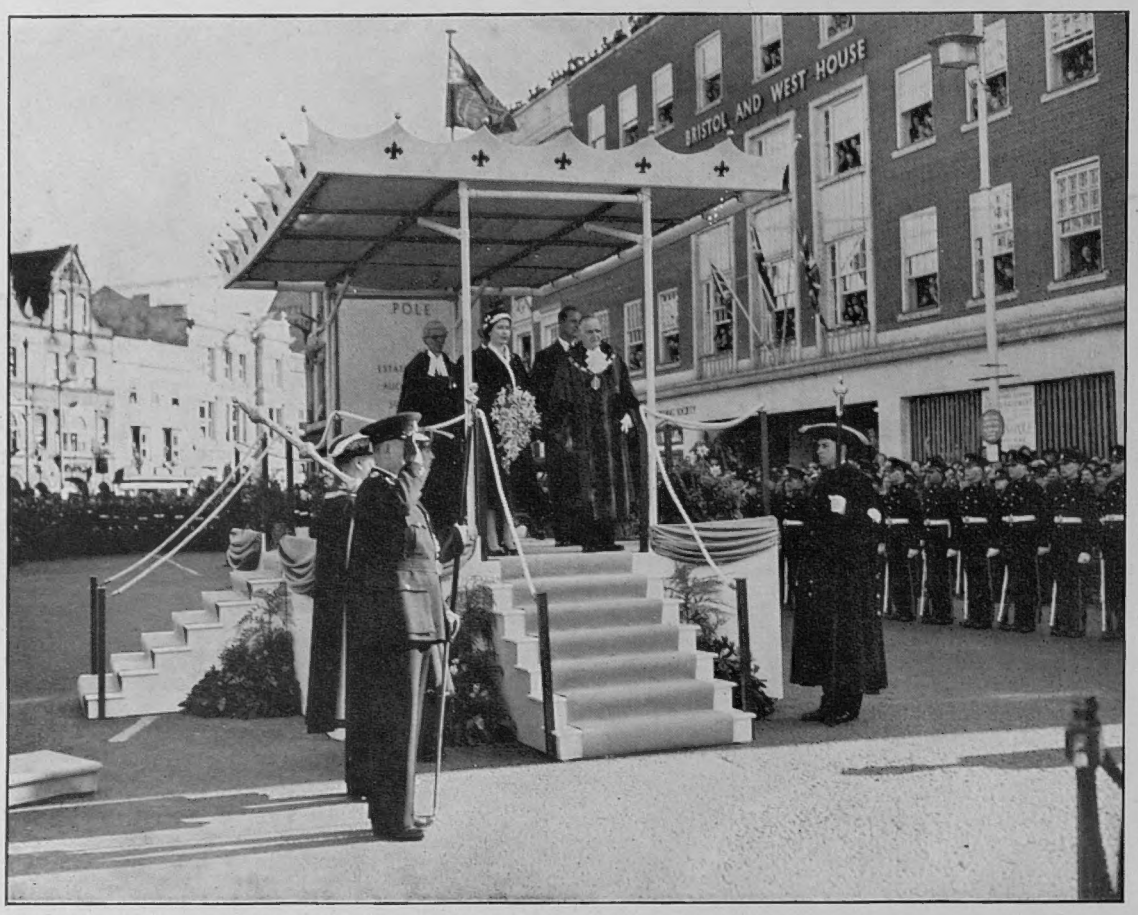


THE FIRST LOAD OF OIL FROM THE SYRIAN PIPELINE SINCE THE CRISIS : The 27,000-ton French tanker *L'Aramis*, carrying its own weight in petroleum, lies at anchor in the Mediterranean off the French coast. Coming from Banias, in Syria, the tanker carried the first load of oil to have been pumped through the Syrian pipeline since the crisis. The oil was pumped straight from the tanker to the French refineries.



RUSSIAN TANKERS BRING OIL TO BRITAIN : The Soviet tanker *Gorki* unloads fuel oil at Swansea for the refineries at Llandarcy. She was one of two Russian tankers which brought oil and fuel to this country. The *Gorki*, chartered by the Shell Oil Tanker Co., brought 9,000 tons of fuel oil from Trinidad, and the other vessel, chartered by the B.P. Tanker Co., brought 9,900 tons of motor spirit from Venice.

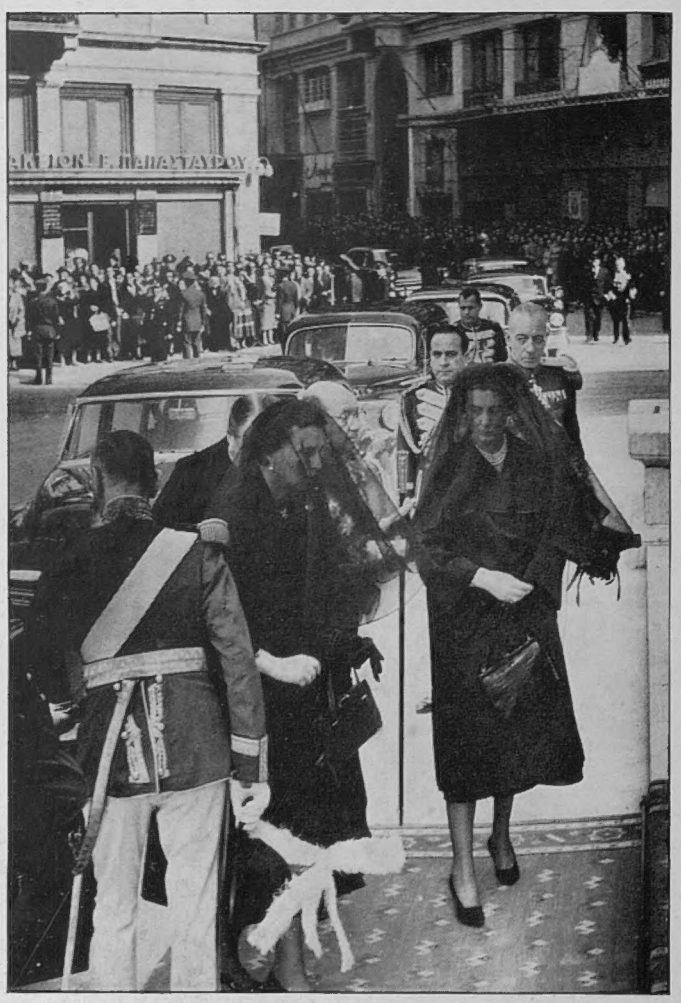
THE NEWS IN PICTURES



THE ROYAL VISIT TO READING, IN BERKSHIRE: The Queen and Prince Philip, Duke of Edinburgh, accompanied by the Mayor, Councillor A. Lockwood, and other officials, are seen on the decorated dais in front of the Town Hall during the singing of the National Anthem by a choir of schoolchildren. The Royal visitors arrived at Reading from Windsor Castle and drove through the town's crowded streets to the University, on the outskirts of the borough, where the Queen opened the new building for the Faculty of Letters. At the ceremony the Queen, in a speech, said that the next building would be for a much enlarged Department of Physics. As a souvenir of her visit, the Chancellor, Viscount Templewood, gave the Queen an establishment book of the Royal Household for the year 1727. Also present was Mr. R. A. Butler, the Home Secretary.

THE QUEEN AT READING UNIVERSITY: She is accompanied by Viscount Templewood, the Chancellor, on her arrival to open the new building for the Faculty of Letters.

LEAVING ATHENS CATHEDRAL AFTER THE FUNERAL SERVICE: The Duke of Kent, accompanied by his sister Princess Alexandra, leads the way out of Athens Cathedral after the service. Behind them are (left to right) Princess Elisabeth of Yugoslavia, Count Hans Toerring, Princess Alice (mother of the Duke of Edinburgh), and Prince Peter of Greece. On the left, wearing a jewelled mitre, is Archbishop Dorotheos.



THE DUCHESS OF KENT ATTENDS HER MOTHER'S FUNERAL: Accompanied by the Queen Mother of Rumania, the Duchess of Kent enters the cathedral in Athens for the funeral of her mother, Princess Helen of Greece. Also in the cathedral were the Duchess's three children, the Duke of Kent, Princess Alexandra and Prince Michael. The funeral service was also attended by King Paul of the Hellenes and Queen Frederika, together with Crown Prince Constantine and other Royal relatives. Later, the funeral cortège moved from the cathedral to Tatoi, a suburb of Athens, for the interment. A memorial service in London was attended by the Duke of Edinburgh.

On left—
THE FUNERAL OF THE PRESIDENT OF THE PHILIPPINES: A guard of honour surrounds the coffin of President Ramon Magsaysay of the Philippines during an open-air Requiem Mass at Cebu, in the Philippines. President Magsaysay died when the plane in which he was travelling crashed into a mountain soon after take-off. Part of the coffin of another victim of the crash is seen on the right.

BRINGING DOWN THE BODIES OF TWO CLIMBERS FROM MONT BLANC: A group of guides bring down the bodies of the two students who perished on the French side of the *massif* two months ago. The two climbers were a Frenchman, Jean Vincendon, and his Belgian companion, François Henry. It has not been possible to bring the bodies down until now.

THE BODIES OF THE TWO CLIMBERS AT CHAMONIX: The parents of the two victims are seen on right as they go to meet the helicopter which has just brought the bodies of their sons down from Mont Blanc to the ice-rink at Chamonix. In front are M. and Madame Vincendon, followed by M. Henry. Despite strenuous efforts at the time of the tragedy it proved impossible to rescue the two climbers when they became stranded on the mountain in mid-winter. During the rescue attempts a helicopter crashed near the students and the crew, together with a team of guides, became stranded in their turn. Although it was possible to rescue them later the guides were unable to bring down either of the students.

EARTHQUAKE IN SAN FRANCISCO: A part of the state highway by Lake Merced, outside San Francisco, has cracked and crashed into the water. The damage was caused by four severe earthquake shocks which hit this area of California in the space of three hours last week. About a dozen people were reported to have been bruised by being thrown about and over fifty small fires were started. There were no serious casualties, although the shocks were the most violent in San Francisco for thirty years and caused old inhabitants to recall the Great Earthquake of 1906.

ELECTION BRAWL IN CALCUTTA: A boy is led into safety by a policeman during a street brawl in Calcutta at the time of the Indian General Election. It was believed the disturbance was instigated by Communists when their local candidate was losing. With only a few minor results to be announced in what has been the largest-scale democratic election in the world, it was clear that the Congress Party would have their expected comfortable majority in the Central Legislature. But in one of the State Assemblies—for which the elections were also held—the Communists gained a majority. This was in Kerala, a comparatively small state for India, with a population of only 14,000,000. However, the Communists can only maintain their majority by alliance with Independents and Praja Socialists.

AN OATH OF ALLEGIANCE TO KADAR IN BUDAPEST: Armed with modern types of automatic rifles, members of the " Workers Guard " are sworn in at a municipal hall in the Hungarian capital. This organisation has been formed by the Moscow-controlled Government of Janos Kadar and is taken to be another step in its policy of suppressing any freedom of expression among the Hungarian people.

THE HUNGARIAN PRIME MINISTER VISITS HIS MASTERS: Mr. Kadar speaks into the microphone outside the airport at Moscow. Behind him, from the left, are Mr. Mikoyan, a Soviet Deputy Premier; Marshal Zhukov, Defence Minister; Mr. Gromyko, Foreign Minister, and Marshal Bulganin. To the right of the microphones are Mr. Khrushchev and President Voroshilov. Mr. Kadar referred to " the aid given by the Soviet Union in these days of trials and tribulations in Hungary."

The News in Pictures

AN EGYPTIAN TRAIN ENTERS THE GAZA STRIP : Cheering Arabs climb aboard the first train to enter Gaza from Western Egypt since the beginning of the crisis. While these demonstrations were taking place in Gaza the Secretary-General of the United Nations, Mr. Hammarskjoeld, was in Cairo to meet the Egyptian leaders in an effort to achieve a settlement. He met Colonel Nasser and the Egyptian Foreign Minister, Dr. Fawzi, after having conferred with the United Nations officials who are already in Egypt. Between his talks with the Egyptians the Secretary-General went to the Canal to watch the salvage tug *Edgar Bonnet* being raised at last from her resting place in the shipping channel near Ismailia. The work was carried out by the United Nations salvage team. Afterwards he returned to Cairo to resume negotiations regarding Gaza and the future of the Suez Canal.

THE SHAH OF PERSIA IN SAUDI ARABIA: The Shah of Persia (on left) and King Saud look at their interpreters during an informal conversation between the two monarchs in Riyadh after the Shah's arrival from Persia. The visit was for a short series of talks on those problems common to both kingdoms. One of the subjects which came in for particular discussion was the question of defence in the Middle East. Since returning from his visit to America King Saud has met several Middle-Eastern rulers. Later, after his conferences with King Saud, the Shah took the occasion of making a pilgrimage to Mecca.

A PILGRIMAGE TO MECCA: Dressed in the traditional garb of seamless broadcloth, the Shah of Persia makes his way to the inner shrine of the Great Mosque at Mecca during his pilgrimage. The shrine contains the "Black Stone" which is believed to have fallen from Heaven.

Between Egypt and Israel

United Nations Troops on the Demarcation Line

By the middle of last week, the Egyptians had returned, apparently in force, to the Gaza Strip and the United Nations troops had moved to positions along the demarcation line. This line, which is also sometimes called the truce line, runs along the Israeli-Egyptian border in the Gaza Strip. It was agreed in 1949 after the first war between Egypt and Israel, in which other Arab countries joined to attack the new Jewish State. The line has been a source of constant friction ever since.

The intention of U.N. in stationing its force on the line last week was to stop a recurrence of the border raids between Egypt and Israel, which were one of the main causes of the second Egyptian-Israeli War last year. It was presumed that U.N.E.F. would achieve this purpose. But much remained to be clarified in an extremely tense situation. The Israelis, protesting against the manner in which Nasser had gone back to Gaza, were asking what were the precise functions and intentions of U.N.E.F. In putting such questions they voiced widespread opinion elsewhere, and it was hoped that Mr. Hammarskjoeld, on his visit to the Middle East, would answer them.

A UNITED NATIONS PATROL RETURNS TO CAMP: Four Norwegians of the United Nations Emergency Force march along a road on the demarcation line in the Gaza Strip, between Egypt and Israel. The United Nations flag flies from the pole on the left and on the right are other members of U.N.E.F.

ON THE WATCH: In a sandbagged defence post, a United Nations soldier from Norway grasps his Bren-gun and rakes the surrounding country with his field-glasses as he watches on the demarcation line along the Gaza frontier.

PREPARING DEFENCES: Aage Kilde (left) from Odense and Johannes Skovgaard, both Danish members of U.N.E.F., fill sandbags at a United Nations camp. After handing over Gaza and other towns to the Egyptians, U.N.E.F. units took up positions on the 1949 truce line.

THE EGYPTIAN ARMY TAKES OVER: Men of a Brazilian platoon of U.N.E.F. (on right) and a party of Egyptian soldiers present arms to each other during the handing over by the United Nations to Egypt of the airport at El Arish, at the south of the Gaza Strip. The return of Egypt to the Strip drew strong protests from Israel. It seemed that the United Nations officials believed that the presence of U.N.E.F. along the Israeli-Egyptian frontier would prevent border raids and incidents.

THE TEMPLES OF MACCHU PICCHU: From the window of one of the temples in the Inca city of Macchu Picchu, near Cuzco, in Peru, can be seen the winding Urubamba Valley threading its way between high mountain peaks. Macchu Picchu lies on the top of a crag, almost 10,000 ft. high and lay undiscovered for centuries until found in 1912. Even the Spanish invaders were unaware of this hidden city despite the fact that the road to Cuzco lies at the foot of the peak.

In the Land of the Incas

The Well-Preserved Remains of a Lost Civilisation in Peru

At its greatest, before the Spanish Conquest, the Inca Empire in South America covered an area extending from Quito, in Ecuador, southwards through Peru and into the north of Chile. From the Pacific coast it stretched westward beyond the Andes and comprised in all a region more than 2,000 miles long and 500 wide. The heart of this vast empire was Cuzco, the capital, situated in a populous valley, 11,440 ft. above sea-level. From this point to Quito, in the north, stretched over 1,100 miles of highways hewn out of the living rock, spanning the chasms and crossing the plains. Their construction involved rock-cutting and embankments. The rivers were crossed by long suspension bridges made of cables of plaited osiers, and over the entire network swift posts of relay messengers were constantly maintained, linking the seat of government in Cuzco with the outermost bounds of the huge empire.

To-day the world can only judge the grandeur and influence of this lost civilisation by the monuments and relics that remain in the land and the references and histories compiled by the Spanish conquerors who finally brought about the fall of the empire. Inca architecture was remarkably skilled, considering the extreme heights at which most of the people lived and the difficulties under which they worked. One of the most impressive of the Inca remains is the fortress of Sacsahuana situated on a mountain peak just outside Cuzco. Many of its stones weigh more than 100 tons, and they are so well-fashioned and hewn that even to-day, after the passage of centuries and numerous earthquakes, it is impossible to pass a knife-blade between them.

The Incas had no knowledge of iron and they did not know the wheel, neither did they use mortar or cement, yet the stone walls of their houses and temples are still as solid as the very rock on which they are built. The fortress of Sacsahuana consists of a series of walls, 1,800 ft. long, forming terraces up the hillside interspersed with some twenty salients. The masonry is in the form of great worked stones, some of them nearly 20 ft. high, exhibiting the characteristic trapezoidal form used by the Incas. In the same region is the fortress of Ollantaytambo overlooking the Amazon slope, and the ruins of Intihuatana and Pisac. Amid the ruins of the latter still stands a portion of the stone column by which the Inca priests determined the solstices. About 400 miles to the north are the ruins of the castle of Chavin and those of Huanuco Viejo, with a series of beautifully-built stone doorways.

In Cuzco itself the great stone walls of the Temple of the Sun can still be seen. Before the Spanish Conquest the interior of the temple was faced with pure gold, and an enormous gold disc symbolised the Sun God. When the Spaniards, under the leadership of Mancio Sierra de Leguizamo, conquered Cuzco in the sixteenth century, the huge gold disc was the first trophy which the successful

A STRONGPOINT OF THE INCA EMPIRE: This fortress of Sacsahuana at Cuzco was built of stones weighing up to 100 tons. Even to-day it is impossible to pass the blade of a knife between them.

THE ENTRY INTO CUZCO: Laden with merchandise, a group of llamas are driven past the fortress of Sacsahuana into Cuzco. The llama is as much a beast of burden for the peasant of the present day as it was for the Incas. The high altitude and the poor roads make it practically impossible to use any other means of transport.

THE HIDDEN CITY OF THE INCAS: For centuries Macchu Picchu lay undiscovered on the top of a peak, high above the road to Cuzco. Despite the fact that the roadway was used daily by the Spanish Conquistadors they never suspected that this city of temples lay so close to them. When the city was explored it was found that the majority of the skeletons were female. It has been suggested that the priestesses of the Sun Temple in Cuzco fled to Macchu Picchu when the Spaniards came to their city.

Spanish leader appropriated for himself. Characteristically, he lost it the same night in a game of chance. The conquerors tried to demolish the temple but the strength of the architecture defeated them and they were only able to destroy the upper part. Later a church was built on the remaining sub-structure, but according to native legend this angered one of the old Incas buried in the temple, and his mummy rotated so violently in its tomb that several earthquakes resulted, destroying the Spanish church but leaving the Inca walls unscathed.

The Incas were also a skilful agricultural race. Many of the mountain slopes were covered with small terraces on which were grown maize and potatoes. These *andenes*, as the Spaniards called them, still form a striking feature of the landscape. In addition, the Incas built long irrigation channels to bring water to the soil. Guano and fish were used as fertilisers. The standard of husbandry and crop cultivation was much higher among the Incas than it is to-day among their descendants who dwell in these same regions.

The social and economic laws of this remarkable empire were equally complete and developed. Land was divided up according to the needs of the people and the State, taxes were paid in manufactured goods, the production of which was regulated by the Government, and the growth of the family was encouraged. All were required to marry and work was obligatory. Despite the huge size of the empire and the limitation this imposed on central government, the rule of the Inca was felt everywhere. There was no monopoly, either by State or individuals. Gold was mined but was used only for the decoration of the temples or for the royal utensils.

As far as religion was concerned, the Incas were sun-worshippers. For them the sun was the very energy of their lives. It ripened their crops of maize and vegetables, and it made life endurable in a cold climate. But the Inca religion also embodied a belief in an Unknown God who was the Creator and pervaded all things. It is remarkable that this high level of development in thought and organisation should have existed among a people in so seemingly isolated a part of the then civilised world. The Spanish Conquest, with all its thoughtless barbarity, was the death-knell of one of the most incredible of empires.

THE MODERN DESCENDANTS OF THE INCAS: A native woman carries her children on her back as she goes about her shopping in Cuzco, the old Inca capital.

A STREET IN MACCHU PICCHU: The fine precision and durability of Inca architecture can be seen in these solidly built structures. The stones were each cut to shape and dressed before being fitted into their place in the design. Despite the fact that no cementing material was used the buildings stand almost as securely to-day as when first constructed.

NEW SKI-LIFT AT CORTINA

A Cable-Car Line has been Opened at the Italian Winter Sports Resort

Pictures by J. ALLAN CASH

MUSIC WHILE YOU TRAVEL: Loudspeakers fitted to the posts of the new cable-car line, recently inaugurated at Cortina, the Italian winter resort, provide music for the skiers as they journey upwards.

THE NEW CABLE-CAR LINE AT CORTINA: Seen from near the top of the Staunies Pass, the posts of the ski-lift stretch away down into the valley towards the station at Valgrande. The cars take the form of *tele-cabines*, each holding two people.

A new cable-car line has recently been opened on Monte Cristallo, near Cortina, in Northern Italy. A lower section of this cable line has already been in operation for some time. This older part runs from Rio Gere, a point on the road over the Tre Croci Pass, at a height of some 5,500 ft., to Valgrande, at 7,250 ft. This section is nearly 2,500 yards long and can carry 250 people an hour. The new part of the line runs from the top of the older section at Valgrande Station to the top of the Staunies Pass, in the heart of the Monte Cristallo group of peaks. In a distance of about 1,750 yards there is a rise of 2,150 ft., the topmost station being 9,500 ft. above sea-level. This section of the line can handle 320 people an hour.

The cars take the form of *télé-cabines*, each holding two people standing upright. The ski-lift itself is in continuous motion, the skiers jumping in at the top or bottom as the empty cars pass them. A chain is fastened at the back of each car to safeguard the passengers against falling out during their journey up the slopes.

It is intended that the cable-lift shall operate in the summer as well as in the winter. For the experienced skier it brings fresh snow slopes within easy reach and for the non-skier it provides a thrilling ride up the sheer cliffs of the Dolomites among the fantastic peaks, with the possibility of rock-climbing at the top. The views from the Staunies Pass—an almost razor-like ridge—are breathtaking in every direction. The famous Drei Zinnen peaks are presented in a new aspect, and to the north there is a clear view of the glaciers of the Grossglockner. A path is to be blasted through the rock to the Cresta Bianca Pass nearby, giving access to the northerly slopes where ski-ing will be possible well into July.

THE TOP OF THE LINE IN THE STAUNIES PASS: Passengers climb out of a car as it reaches the top of the cable lift in the Staunies Pass among the Monte Cristallo group of peaks. The line is in continuous motion and the skiers jump into the moving cabins as they pass.

On left—

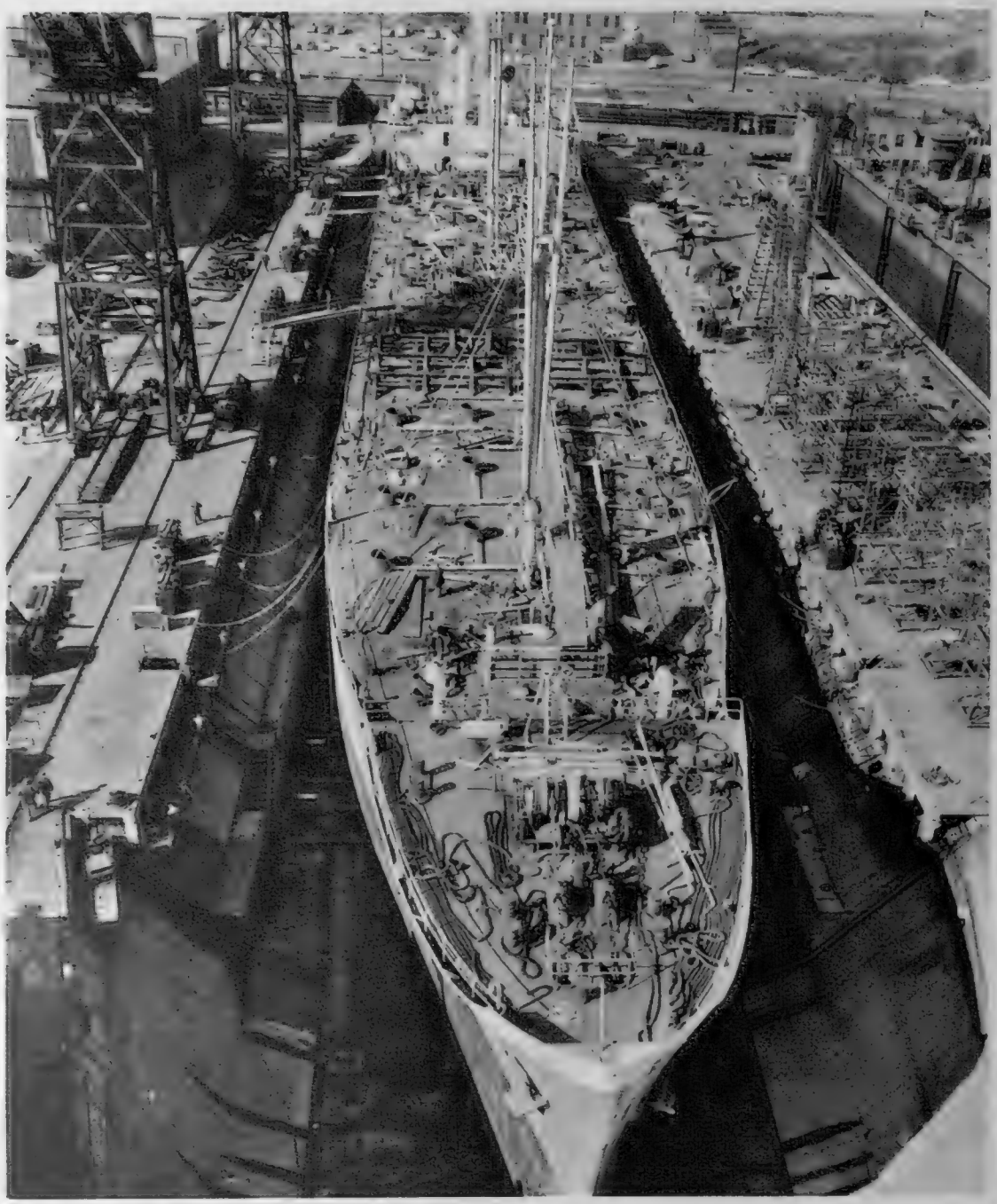
MOUNTING A CAR AT THE FOOT OF THE CABLE LINE: A passenger runs behind one of the moving cars preparatory to jumping aboard. The attendant at left will fasten a metal chain across the open back of the car to prevent any danger of the skier falling out.

A FAMOUS CENTRE OF BRITAIN'S SHIPBUILDING INDUSTRY PARALYSED BY THE STRIKE: This aerial view is of Messrs. John Brown's shipyard at Clydebank, Glasgow. In the left foreground are the deserted stocks on which the *Queen Mary* and the *Queen Elizabeth* were built. Beyond, the nearly-finished Cunarder *Sylvania* lies in the fitting-out pool. No work is being done on her.

THE SILENT SHIPYARD

John Brown's at Glasgow Deserted Because of the Shipbuilders' Strike

The empty yards along the River Clyde seen in the picture on this page were typical of the scene in shipbuilding centres all over Britain when the employees had stopped work. From the point of view of the national economy, the strike was disastrous. Shipbuilding firms work on tightly-calculated time schedules, planned well ahead. In fact the men downed tools on about £900,000,000 worth of orders which would have kept the yards busy until 1961. The delay in the construction of these vessels almost certainly means the loss of future orders, if not the cancellation of some of the present ones. Besides building, there is repair and overhaul. As a result of the strike, several ships have been diverted for these purposes to yards on the Continent. The cause of the stoppage was the shipworkers' demand for an increase in wages and their refusal to accept arbitration on the matter. The situation created by 200,000 shipbuilding employees coming out was serious enough. Even more alarming were the threats from the engineering unions to follow their example and stage a series of "step-by-step" strikes which would bring them all out by the end of next week. In the House of Commons, Mr. Macleod received support from both sides in his efforts to find a solution, and by the end of last week it did seem that in his discussions with all concerned he had made some slight progress towards a settlement.

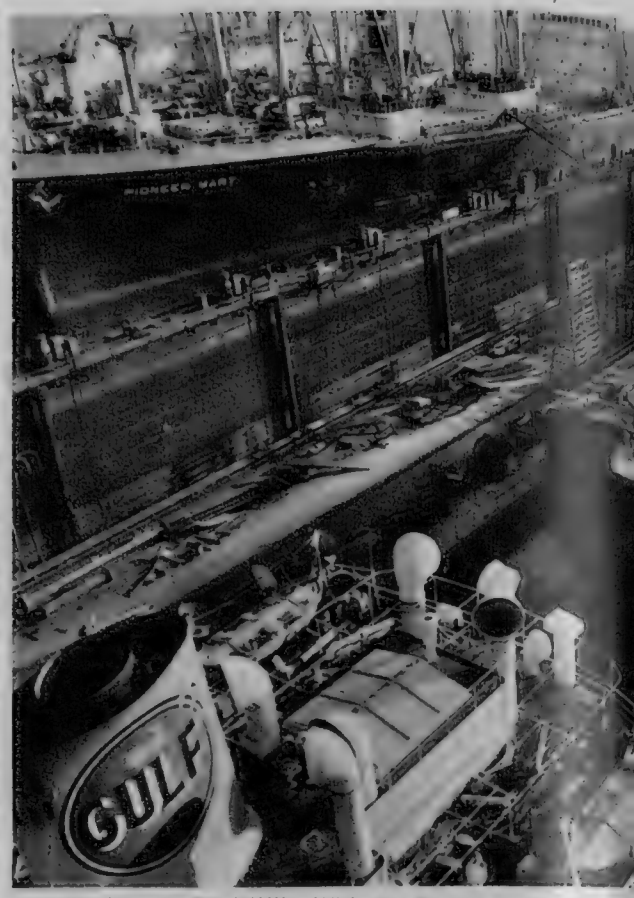


A TANKER RECEIVES A NEW MIDSHIPS SECTION: The T.2 type tanker *Gulfmeadows* has been floated stern first into dry-dock at Baltimore, Maryland, to undergo a transformation which is known in the American marine industry as "jumboizing." The tanker was cut into three and the centre section replaced with a new construction.

A Tanker Grows

The Old Midships Section of the "Gulfmeadows" is Replaced in Dry-Dock in the United States

In last week's issue of The Sphere the tanker *Esso Glasgow* was shown in the Belfast yard of Harland and Wolff during the fitting of a new midships section which had been made necessary owing to a change in her role. A similar operation has been carried out in the Bethlehem Steel Company's yards at Baltimore, Maryland, where the T.2 type tanker *Gulfmeadows*, of the Gulf Oil Corporation, has also received a new midships section. Most of the rearrangement was carried out in dry-dock, but the transfer of the superstructure was made nearby when the two sections were locked together. By fixing the new section more than 48 ft. has been added to the length of the tanker and 7 ft. to her beam. It has been pointed out by the Marine Department of the oil company that the new process ensures a larger tanker for an additional service period of about twelve to fifteen years at a minimum cost. The tanker can remain in service while the new section is being built. Also, the enlarged T.2 type tanker is more suitable to coastal traffic than larger supertankers. As the bulk of the T.2 type tankers are nearing the point where major overhauls are required, the cost of the work involved is another point to influence the popularity of the "jumboizing" programme.



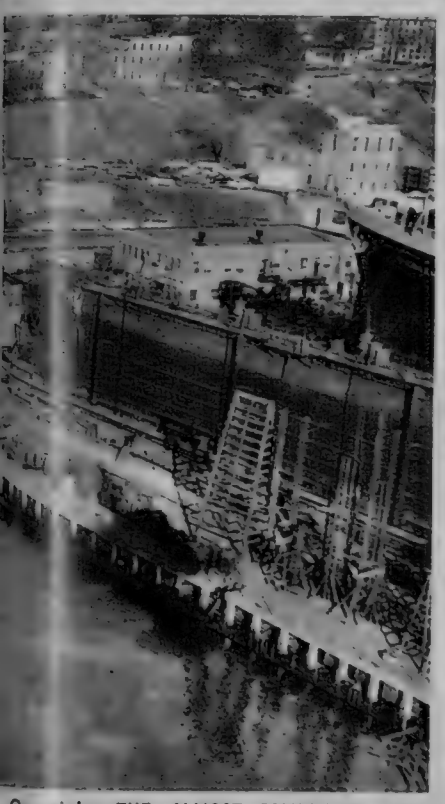
THE PARTING OF THE WAYS: With the flooding of the dry-dock superstructure dismantled, is towed away from the stern ahead of the stern house. After the bow of the discarded section

Above—THE DETACHED STERN SECTION REMAINS IN THE DRY-DOCK: During the transfer of the old and new midships sections it rests firmly on the bottom of the far end of the dock.

THREE STAGES OF A DELICATE OPERATION: The pictures show the 160-ton steel bridge and superstructure being transferred from the old ship to the new midships dock. When the two sections had been moored alongside each other their hulls were locked together and the cargo holds carefully prepared with ballast. This superstructure as it slid across to its new foundations. The *Gulfmeadows* is the first tanker of the Gulf Oil Corporation to undergo this type of overhaul

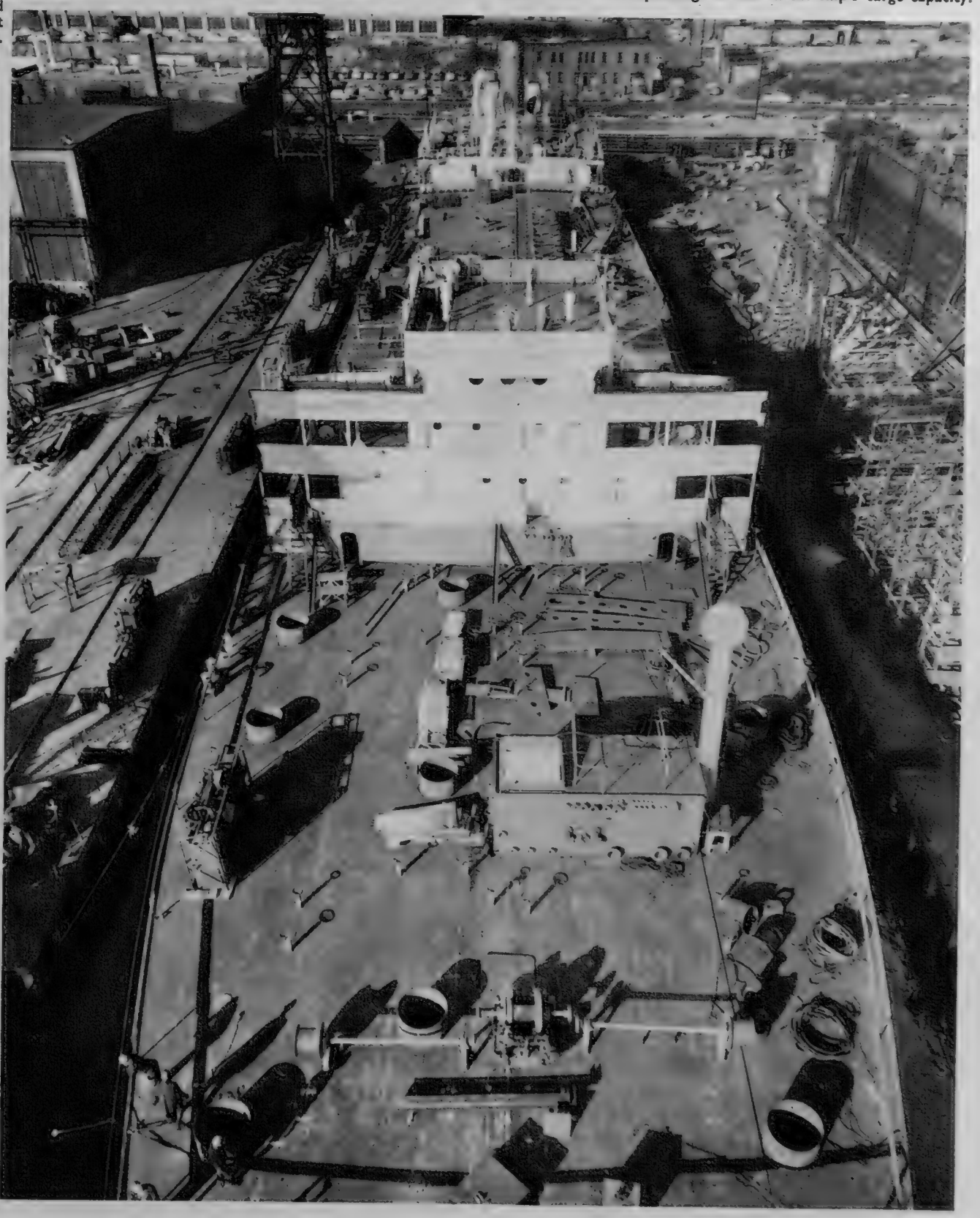
the old midships section, with the bridge and
The cutting of the hull plates was made just
had been severed, it was sent to the scrap-yard.

THE NEW SECTION IS FLOATED INTO THE DOCK: As soon as the dock was pumped dry the two sections were lined up and welded together. The new 354-ft.-long section was built by Bethlehem Sparrows Point Shipyard Inc. It has added 48 ft. 6 ins. to the overall length of the tanker and 7 ft. to her beam, with a corresponding increase in the ship's cargo capacity.



On right—THE ALMOST COMPLETED SHIP:
he new section has been joined to the
tern and the ship is now 572 ft. long.

ection before the major operation in dry-
ompensated for the shifting weight of the
the Bethlehem Steel Company's shipyard.



ON BRITISH WATERS

The New "Empress"; Arctic and Salvage Ships; "Peroxide" Submarine

On right—

A NEW LUXURY LINER ON HER TRIALS: The latest addition to the Canadian Pacific Line's fleet, the *Empress of England*, speeds over the measured course during her trials off the Isle of Arran. The 25,500-ton luxury liner is due to leave Liverpool on her maiden voyage to Montreal on April 18. She is a sister ship of the *Empress of Britain* and has accommodation for 150 first-class and 900 tourist-class passengers in air-conditioned cabins. A noticeable feature of her design are the large windows of the promenade deck. She is 640 ft. long by 85 ft. broad and her modern profile has a single low funnel and mast, with a silhouette lower than that of any new vessel of comparable size. Among her equipment the ship has Denny-Brown stabilisers which reduce a roll of 18 degrees in rough weather by two-thirds. Since navigation is not easy on the St. Lawrence River, the new "Empress" has been specially designed for a high degree of manœuvrability. Built by Vickers-Armstrongs at Walker-on-Tyne, she has cost £5,500,000.

THE COMMONWEALTH'S ONLY ICE-BREAKER: The Arctic patrol vessel *Labrador* of the Royal Canadian Navy ties up at Portsmouth for a ten-day visit. After leaving United Kingdom waters she is to sail to Oslo and Copenhagen. The only ship of her class in the Commonwealth navies, *Labrador* (6,500 tons) is normally engaged on the exploration of the seas between North Canada and the North Pole. She also serves as a base in Arctic waters for scientists concerned with geophysics.

AN OCEAN-GOING TUG WITH A GREAT FUTURE : The Dutch tug *Clyde* (1,500 tons) is anchored in the Pool of London for a brief visit. Afterwards she left for Puerto Belgrano, in Argentina, from where she plans to tow the 27,000-ton Argentine battleship *Moreno* through the Panama Canal and across the Pacific to Japan for breaking-up. This will be one of the longest tows ever undertaken. The *Clyde* is the latest vessel in the fleet of L. Smit and Co., of Rotterdam, and one of the most powerful ocean-going tugs afloat.

On left—

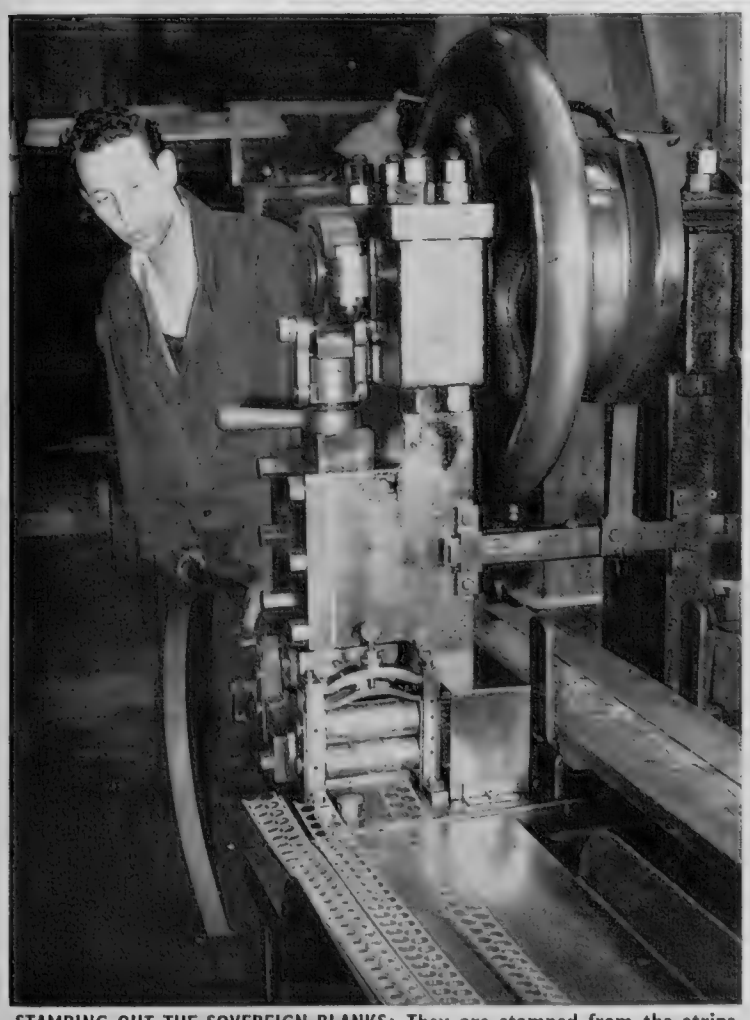
A BRITISH TEST SUBMARINE IN THE THAMES: H.M.S. *Explorer* berths in the West India Dock, London. She is the first British high-test peroxide submarine and the only other vessel of this experimental high-speed type is her sister ship H.M.S. *Excalibur*. Her main propelling machinery consists of turbines supplied with steam and carbon dioxide produced by burning diesel oil in an atmosphere of steam and oxygen formed by the decomposition of high-test peroxide. She is thus able to develop full power when completely submerged and independent of atmospheric oxygen. Conventional means of propulsion is provided by diesel for surface passages and on main motors supplied by batteries when submerged. No official details have been given about her speeds, but it is unofficially reported that the peroxide system is proving very successful and that *Explorer* may be the fastest submarine in the world. She is unarmed and her role is to serve as a fast underwater target to train surface forces in the tactics which would be required to destroy submarines with high underwater speeds.

SOVEREIGNS FOR THE NATION'S GOLD RESERVE: They are being struck at the Royal Mint in London, and this picture shows one of the final stages of the minting. The workman places the gold blanks in the chute, and after being struck on both sides they are ejected into the bowl. The sovereigns, which are the first of the present reign, are not intended for general circulation.

SOVEREIGNS AGAIN

A Special Run is Being Made at the Royal Mint, But the Sovereigns are Not for General Circulation

A FORTUNE IN GOLD BARS: They are being fed into a rolling mill to reduce them to the thickness of a sovereign, which is ·067 in. *On right*—The reverse and obverse of the new sovereign, the diameter of which is ·868 in. Its value worked through its gold content and the price of gold in London is about £2 18s. 9d., while its price as a coin in the London market is about £3 14s.



STAMPING OUT THE SOVEREIGN BLANKS: They are stamped from the strips which have been reduced to the required thickness. After passing through the final machine the sovereigns are carefully examined.

A SPECIALISED CRAFT: *Left*—In his examination of the sovereign, the craftsman tells by the "ring" whether a coin is good or cracked. About one sovereign in 10,000 is rejected. *Right*—An ingot of pure gold is fed into the gas-fired melting pot. A proportion of copper is added and the mixture is melted for approximately 70 minutes until a temperature of 1,200 deg. C. is reached. The molten gold is then cast into bars. Each sovereign contains 91·6666 per cent of pure gold.

Since the minting of gold coins in London was suspended in 1917, sovereigns and half-sovereigns have been struck on only four occasions. A fifth run of gold sovereigns is now under way at the Royal Mint, but very few will be seen by the general public. With the exception of a small number for the national coin collections, the sovereigns will be retained in the nation's gold reserves. They will not be issued either for circulation or to collectors. The coins are as prescribed in the Royal Proclamation in October 1953, with the Queen's effigy on the obverse and the George and Dragon, with the date 1957, on the reverse.

By law the weight of each coin must be within a margin or "tolerance" of ·01296 gramme either way from the standard weight, which is 7·98805 grammes. Because of the high value, the tolerances in the case of gold coins are smaller than in others. A greater precision of workmanship is thus demanded, and the metal used behaves very differently from other alloys and requires a different technique from other coining operations.

After 1917 the first sovereigns were struck in 1925. At that time a coinage of about 3·5 million sovereigns was minted to replace the light-weight coins in the stock of the Bank of England. The next striking was in 1937, when a small number of unmilled half-sovereigns, sovereigns, two-pound pieces and five-pound pieces were made as specimens to commemorate the accession of King George VI. Further mintings followed in 1949 and in the winter of 1951-52. The run on this occasion is larger than on the previous two, so that the men engaged in the specialised craft of coining gold coins are able to get the maximum benefit from the operation. About 1,000,000 sovereigns are being struck and the task is expected to be completed this week.

Apart from those issued from the London Mint, other sovereigns have been struck from branch mints throughout the British Commonwealth, at Ottawa, Bombay, Pretoria, Sydney, Melbourne and Perth, the last occasions being in the early 1930's. These coins bear minute distinguishing marks.

HEBRIDEAN LANDSCAPE WHICH MAY BECOME PART OF A RANGE FOR GUIDED MISSILES: Beyond this loch in South Uist runs a range of hills of which the highest point is Ben More (2,035 ft.). The island is scheduled by the Government to become a guided missile range. The projectiles will be shot out to sea and their courses plotted from a radar station in the St. Kilda group of Atlantic islands. There is much opposition in South Uist to the plan. But the main current objection of the islanders appears to be that they have not been fully informed of the Air Ministry's intentions.

A CROFTER AT WORK IN SOUTH UIST: He cuts barley while his c traditional methods are still used on the land, mechanised The Air Ministry proposes to take over some 1,500 acr

ROCKET RANGE IN THE HEBRIDES?

The Pros and Cons of the Much-Disputed Scheme for the Island of South Uist

ON THE NEIGHBOURING ISLAND : Loch Olavat, on Benbecula, is noted for its sea-trout. The people of this island, which is joined to South Uist by a bridge, also have apprehensions and uncertainties about the possible results of the establishment of the rocket range. Both South Uist and Benbecula have abundant wild life. Fishermen and ornithologists are afraid that the firing of guided missiles would affect the fishes and birds. Some of the latter are rare species such as the red-necked phalarope.

FOR nearly two years controversy has been growing over the Government's plan to establish a range for guided missiles in the Outer Hebrides. It has lately become the subject of a Parliamentary motion signed by over 100 M.P.s and the newspapers have given much attention to the opinions of the islands chiefly affected, South Uist and its neighbour Benbecula.

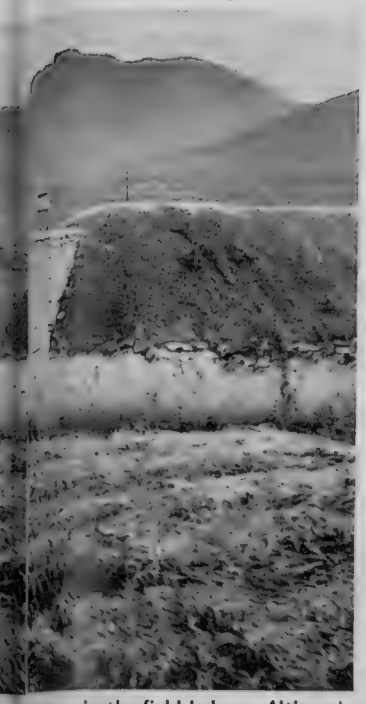
South Uist is some twenty miles to the west of Skye and is twenty-two miles in length with a greatest breadth of eight miles. Benbecula, much smaller, is immediately to its north, and beyond is North Uist (which is only slightly concerned in the rocket project). One can best understand the controversy by considering the Government's scheme as far as it is known, the objections to it and its possible advantages.

The Air Ministry has said that it proposes to acquire 2,000 acres for the establishment of the guided missile range—in South Uist 1,500 acres, in Benbecula 200 and in North Uist 280 acres. The bulk of the land in South Uist will be available for grazing, only 300 acres being fenced off. About thirty crofts will be substantially affected or taken over.

It is understood that the reason for the choice of Uist is that fifty miles out in the Atlantic, on the remote St. Kilda island, a radar station can be built. From there the course of the missiles can be plotted. St. Kilda was bequeathed to the National Trust last year. The Air Ministry has given an undertaking to protect fully all its natural and archæological amenities and allow free access to the public.

For these reasons perhaps there have been few protests so far regarding St. Kilda. But South Uist has been very vocal in its objections to being the main site for the range. The opposition centres chiefly round the local priest, Father Morrison—the majority of the islanders are Roman Catholics.

The objectors, however, are of two kinds. First are the outright or 100-per-cent. objectors. They declare that the rocket project will ruin the island's economy. This group is not large numerically. At a recent meeting attended by 800 inhabitants only fifty showed outright opposition. It is presumably some of these people who are reported from Ottawa to be asking permission to emigrate and settle on a small island off Newfoundland.



s cat graze in the field below. Although
ed ponies are being increasingly introduced.
acreon South Uist for the rocket range.

COMMUNICATION WITH THE MAINLAND: The mail steamer lies at the pier at Lochboisdale, the main port of South Uist. From here the 3,000 inhabitants export the products of their industries, notably tweed and seaweed. On neighbouring Benbecula there is an airfield, which maintains a daily air service with Glasgow. Most of the post and the newspapers are brought in by aircraft.

LOBSTER FISHERMEN: They are standing on one of the small uninhabited islands off Benbecula. The stone huts are used only during summer. It has been suggested that sea-fishing would be affected by nuclear missiles.

AN INLAND MOOR: Bornish, in South Uist, lies below the hills of Ben More (on the right) and Hecla (on the left). Few of the crofters on the island make their sole livelihood off the land. High freight charges and transport costs for exporting and importing make this impossible on small farms.

THE SOUTHERN END OF THE ISLAND: The view is of the coast below Kilbride, in South Uist. Many harsh words have been used by those opposing the rocket range scheme and some inhabitants are said to be talking of emigrating. South Uist and Benbecula are generally regarded as prosperous communities. But the fact remains that the population is rapidly declining and a sizeable proportion of it is on public relief. The guided missile scheme might provide much-needed work for the islanders.

By far the larger opposition group consist of those who may be termed modified objectors. They protest that they have not been properly informed about the function and extent of the range and accuse the Government of "broken promises" about the amount of land to be requisitioned. They have put forward three demands: (1) a public local inquiry into the full purpose, scope and effects of the range; (2) a plebiscite of the islanders after they have had time and opportunity to study the results of the inquiry; (3) the stopping of work already begun on the range until the plebiscite has been held. It is the demand for the inquiry which is supported in the Parliamentary motion tabled by Mr. Malcolm Macmillan, Labour M.P. for the Western Isles, and signed by over 100 of his fellow members.

According to Father Morrison, the three-point resolution "reflects accurately the strong feelings of all the people here." There is no reason to suppose that, if they are given the full information they seek, the majority of the islanders will continue to oppose the scheme. The prospect of nuclear missiles hurtling over the landscape and the seas of the Hebrides may be distasteful. But the range could bring some material advantages.

South Uist is often cited as an example of a progressive community. Certainly in the past few years the people have done much to improve their economic conditions. The land does not yield a living to many of them but South Uist's tweed industry is notable. It also does a thriving business in seaweed which is processed for use in the manufacture of a wide variety of articles.

But the most revealing single fact about the island has been its steady decline in population over the last 110 years. The census shows: 7,333 population in 1841; 6,078 in 1881; 4,236 in 1901. This figure remained constant until 1931. Then by 1951 the inhabitants had dropped to 3,764. To-day the population is down to 3,000. In spite of the industries, 500 people are unemployed and on public relief.

The rocket range could result in two important consequences. First, it could offer employment to the out-of-work. Secondly, the nuclear technicians would bring with them modern amenities and recreations which might stop the flow of inhabitants out of the island. Given the full information they demand, the people of South Uist might well decide in favour of seeking greater prosperity in pioneering for the Nuclear Age.

SCULPTURE AND MINIATURE

A Statuette of Robert the Bruce and a Series of Family Portraits in Miniature

Mr. C. d'O. Pilkington Jackson's statuette of Robert I of Scotland, being exhibited in Edinburgh from April 1 to 13, was made for Colonel Eric Harvie, of Calgary, Alberta. The work on display in Edinburgh is the original model in plaster. The finished statuette, now in Canada, is in aluminium, cast by George Mancini, of Edinburgh, and was painted and overlaid with gold and platinum leaf with the assistance of William McCreary, of A. C. Wood and Sons, Edinburgh. Both works are exactly similar being 30 ins. high and incorporating much original research into the king's appearance.

The statuette shows Robert the Bruce accoutred, armed and mounted, much as he must have appeared at dawn on June 24, 1314, standing on the bluff overlooking the carse lands at Bannockburn and watching the English Army entangled amid the peat bogs, with the winding river on its left. The features of the king are based upon the measurements of his reputed skull found in Dunfermline Abbey in 1819, of which a cast is in the Scottish National Portrait Gallery. Although for heroic reasons he is shown in the sculpture as a man of 6 ft., he was probably about middle height. In the first quarter of the fourteenth century it was the fashion to be either clean-shaven or to wear long, drooping moustaches. It is improbable, therefore, that he was bearded as traditionally supposed. As actual specimens of the arms and armour of the period are almost non-existent, every detail of his dress, arms and horse furniture has been re-created from contemporary documents such as monuments, memorial effigies and brasses, paintings and drawings, and it can be assumed that the statuette shows the general appearance in detail of an early fourteenth-century knight on the battlefield. The crown of strawberry leaves proclaims him to be a king, and the lion rampant on the Tressured Field of the shield and horse-trappers identifies him as of Scotland. It is assumed that he was not a wealthy man at the time, otherwise his surcoat and trappers would almost certainly have been cloth-of-gold instead of velvet and brocade as shown. Also his leatherwork and plate armour would have been more heavily ornamented with gold or gilt metal. The great helm on his shoulder would be placed over his bascinet on entering the battle. He is shown mounted, not on the palfrey he rode the day before in his duel with an English knight, but on a native-bred battle-horse, with some Arab blood and much lighter than the English Great horse which was evolved later to carry the enormous weight of full plate armour.

A STATUETTE OF ROBERT THE BRUCE: This sculpture of Robert I of Scotland by Mr. Pilkington Jackson is being exhibited by the National Trust for Scotland at Messrs. Doig, Wilson and Wheatley's salon, 90, George Street, Edinburgh, from April 1 to 13. The reproduction is by permission of Colonel Eric Harvie, of Calgary, and the photography by Paul Shillabeer, F.R.P.S. *Below*—Another view of the work, which is 30 ins. high.

FAMILY PORTRAITS IN MINIATURE: These five portrait miniatures of his family were commissioned from C. Marjory Forbes, R.M.S., by Sir Humphrey Noble, Bart., of Walwick Hall, Humshaugh, Northumberland. From top left to bottom right, in the specially designed setting, are Marc Brunel Noble, Lilias Mulgrave Sheepshanks, Peter Saxton Fitzjames Noble, Celia Noble and Humphrey Brunel Noble.

A case of miniatures of unusual interest for present times by virtue of their specially designed frames and setting is now on exhibition with the Society of Miniaturists at the Royal Institute Galleries, 195, Piccadilly, W.1. The exhibition continues until the end of April. The five portrait miniatures were commissioned from C. Marjory Forbes, R.M.S., by Sir Humphrey Noble, Bart., to bring his own collection of family miniatures up to date. The frames were designed and made through the Edinburgh Craft Centre and are set in a case designed by the artist and made by Messrs. Ormerod, of Ormcraft Works, Gosforth, Newcastle upon Tyne. The fine British School of Miniature Painting, dating back to Elizabethan times, has suffered in patronage since the advent of photography. The settings which used to be made by craftsmen jewellers have become largely mass produced. But this case of miniatures shows what can be achieved by a discriminating patron. The two oval and three rectangular gold frames have all been fitted with double rims and convex glasses back and front. Each is engraved with the name of the sitter. Marjory Forbes, who was born in Edinburgh, and trained at the Central School of Arts and Crafts and St. Martin's School of Art, London, is a portrait painter specialising in miniatures. She started exhibiting at the Royal Academy in 1939 and was elected to the Society of Miniaturists the same year, and to the Royal Society of Miniature Painters in 1943. She is a member of the Pastel Society and has exhibited with the Royal Society of Portrait Painters.

REMOVING DOVER'S LONG-RANGE GUNS

The 15-Inch Coast Guns Are Dismantled

The 15-inch long-range coast guns at Dover, which were used to fire across the Channel and control the Straits during the last war, are now being dismantled. It is no longer economical or realistic, in view of the development of modern weapons, to maintain them. The steel and nickel in the guns themselves and in their mountings is to be melted down for industrial use.

During the last war the 15-inch guns were used to bombard German batteries sited along the French coast. After the 1944 landings in Normandy they were used in the additional role of supporting the Canadian divisions racing for the Pas de Calais and the Channel ports. The guns were originally mounted on June 6, 1940, on the specific order of Mr. Churchill. Their biggest success was the sinking of a 10,000-ton ship carrying a cargo of ore along the French coast. The vessel was trying to slip through the Straits.

THE END OF DOVER'S 15-IN. GUNS: A mobile crane loads a waiting lorry with dismantled sections of one of the 15-in. long-range coast guns at Dover. In the foreground a workman cuts away some of the remaining parts of the steel mountings with the aid of an oxy-acetylene torch.

BREAKING UP ONE OF THE GUNS: The breech of one of the 15-in. guns lies on the ground during dismantling work. Beside it stands the O.C. of the Royal Artillery Maintenance Battery which had the task of looking after the sites. There are still smaller-calibre coast guns at Dover.

CUTTING AWAY THE CARRIAGE BODY: Armed with an oxy-acetylene torch, a workman cuts away part of the carriage body. Several components weighed many tons and had to be broken down.

A DISMANTLED BREECH: Major G. Hall, Officer Commanding, 223 Independent Maintenance Battery, R.A., looks into the breech of one of the dismantled guns once in his charge. In the left background is part of the mounting.

THE LAST STAGES OF DISMANTLING A MOUNTING: An oxy-acetylene torch is used to cut up the last sections of the base mounting of this 15-in. gun. In the background is one of the earth-covered concrete buildings used as ammunition and gun store shelters.

SPRING IN NEWMARKET

The Flat-Racing Season Brings Added Activity to the Town

With the approach of the flat-racing seas as the ground hardens and only the Gr National remains of the great steeplechases, Suffolk town of Newmarket awakens to a life. No town in the country is so single-minc so full of the activities of its chief occupat There are studs, racecourses and horses in trair in many other places, but Newmarket—the he quarters of racing—lives by horses. Racing racing men, the training establishments and th tradesmen who cater for them, make Newmar one of the country's most thriving small tov Saddlers and harness-makers, tailors of breec and jockeys' silks, blacksmiths and fodder m chants, and the hostelries and clubs frequented owners, trainers and their "lads," all contrib to Newmarket's prosperity.

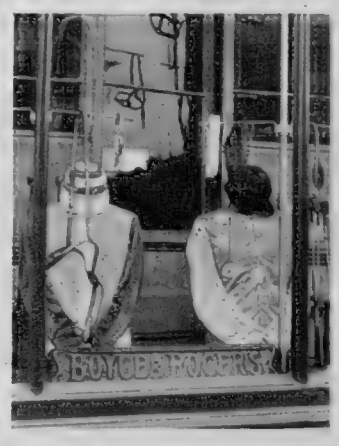
A visitor approaching the town from eit direction along the main road will be likely be halted on the outskirts. At this time of year strings of skittish racehorses are invaria coming and going between stables and exer on the Heath. By-laws protect the valuable ho which have to cross the busy main road into town, and give them rights on the Heath the Gallops up by the racecourse. Newmar Heath, to the west of the town, has one of finest racecourses in the country.

Newmarket can trace its connection w racing back many hundreds of years, but town became a fashionable resort during the t of the Stuarts. James I built a mansion, kno as the King's House, and Charles I spent m time hunting, racing and coursing near the to At the time of the Restoration a new ho was built by Charles II on the site of King's House, Sir Christopher Wren being architect, and it was at this time that the to became a recognised racing centre. The Joc Club, which came into being in 1750, has alw had its headquarters in Newmarket. The extens buildings of the club are on the east side the High Street, but the front has been rebu This body makes and administers the rules racing, granting licences to trainers and jock and "warning off" offenders who misbeh themselves. The race for the Newmarket To Plate, instituted by Charles II, is probably oldest horse race in the kingdom. It has to run on the second Thursday in October " ever," and takes place on the July Course noon, and "no groom or serving man" may co pete. The length is about four miles, and of l years most riders have been women, as the Pl is the only race in which they are allowed compete.

HIGH STREET, NEWMARKET: The market is, in fact, in progress, but of greater significance as an indication of the town's chief activity is the horse-box on its way to one of the training establishments on the outskirts.

On right—

JOCKEYS' COLOURS: Most jockeys buy their silks in Newmarket, where many trades subsidiary to horse-racing are established. There are also saddlers, harness-makers, smiths and fodder merchants.



THE BRITISH BLOODSTOCK AGENCY: This office of great importance in the life of Newmarket is tucked away in one of the side streets, and would probably be missed by the casual sightseer.

A LOCAL CRAFTSMAN: Douglas Chinary, who is holding a racing saddle, makes lightweight shoes or racing plates, which cost 11s. a set. The town has at least thirty skilled smiths or farriers.

A QUIET CORNER OF NEWMARKET: Old Albion Street, seen here from The Rookery, is a little-known part of the town Newmarket does not pretend to possess many buildings of interest to an antiquary, apart from the hous in Palace Street which Charles II is said to have built for Nell Gwynne. Most of the buildings are Victorian

A TYPICAL NEWMARKET SCENE: Horses mounted by stable lads are on their way to a training area. Visitors entering Newmarket before about ten in the morning are sure to see horses in training on the Heath. By-laws protect the strings of valuable horses which have to cross busy main roads.

PREPARING FOR THE FLAT-RACING SEASON: Major L. B. Holliday's string cross the Bury St. Edmunds Road from the Heath. They are returning to their stables after exercise. The tempo of training increases in early spring, and as the ground hardens more strenuous gallops are undertaken.

THE APPRENTICES' RESIDENTIAL CLUB: This building is popular with the stable lads who one day hope to become famous jockeys. Trainers and lads, jockeys and stablemen are always in evidence in the streets.

HE OLDEST PART OF THE TOWN: The wooden buildings are in Parade Street seen from Newmarket High Street where the tradesmen and large betting agencies mostly have their premises.

RACING'S "OWN TOWN": This pleasant square is known as The Rookery and is typical of Newmarket's quiet back streets. The history of the town as a racing centre dates back to the days of Richard II. In the early seventeenth century, under Charles I and James, the village, as it then was, became the established headquarters of racing.

A NEW THAMES TUNNEL

The Work of Driving a Main Tunnel Under the Thames Between Dartford and Purfleet has Begun

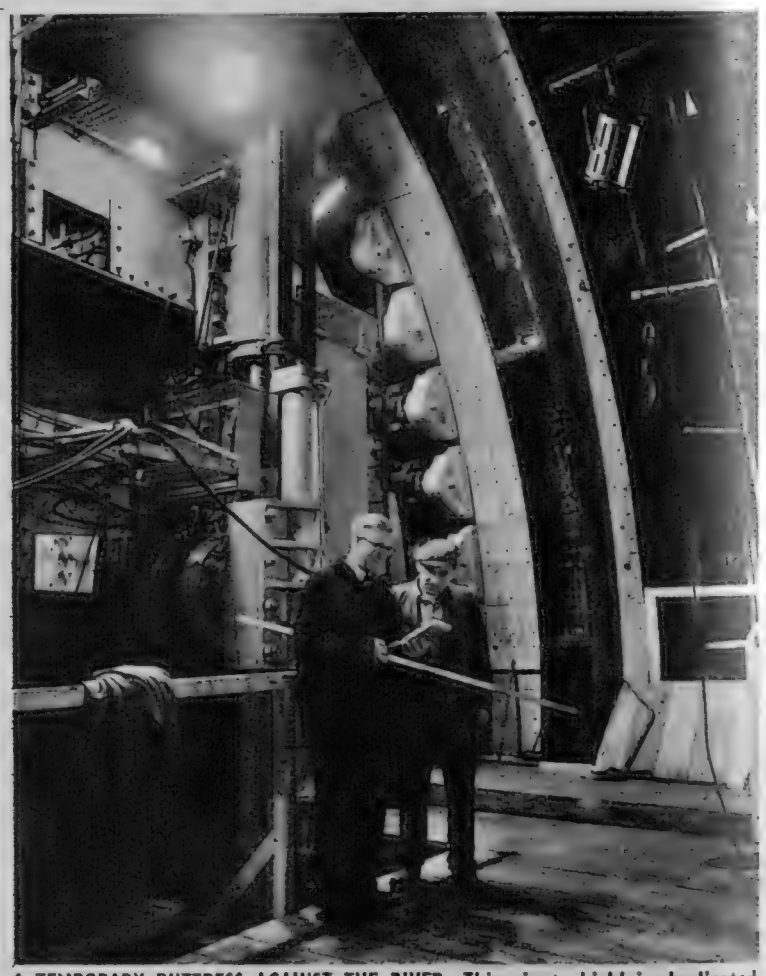
THE ORIGINAL PILOT TUNNEL: Completed nearly twenty years ago, the pilot tunnel of the Dartford scheme will be incorporated into the main tunnel.

WORK STARTS AGAIN ON THE THAMES TUNNEL AT DARTFORD: One of the air-locks at the Dartford end of the pilot tunnel which was completed before the war. These air-locks will be used again, now that work has re-started on the main tunnel. While working in the shaft at the earth face the miners have to withstand a pressure of up to 35 lb. per square inch.

The driving of the main tunnel under the Thames between Dartford and Purfleet, on the Kent and Essex sides of the river, has now started. At present the only river crossings below the Blackwall Tunnel are the Woolwich ferry and the Gravesend - Tilbury ferry. The driving of the main shaft at Dartford is the major task to be overcome in providing a direct road link between Kent and Essex fifteen miles to the east of London. The total cost of the scheme will be approximately £11,000,000.

Last year the Ministry of Transport and Civil Aviation, as agents of the Tunnel Joint Committee, awarded a contract of £6,000,000 to Messrs. Edmund Nuttal, Sons and Co. (London), Ltd., for the driving and lining of the main tunnel which will be nearly a mile long, and for the construction of its immediate approaches which run in cuttings for almost a third of a mile. It has taken nine months to repair and make ready the existing machinery of the pilot tunnel and the new equipment necessary, and to organise the delivery of structural material, including 34,000 tons of cast-iron segments to be used for the lining of the tunnel.

UNDER THE THAMES BETWEEN KENT AND ESSEX: This air-lock in the pilot tunnel lies approximately half-way under the river. It facilitates working between the two halves of the shaft.



A TEMPORARY BUTTRESS AGAINST THE RIVER: This giant shield is duplicated at the other end of the pilot tunnel. Both shields will move towards each other at the rate of about 5 ft. a day with shifts of miners at work.

The existing shield chambers at either end of the pilot tunnel, which was completed in 1938, lie at the bottom of 80-ft. shafts. At present they are sealed at their working faces by reinforced concrete bulkheads 6 ft. thick. Because water seeps through the crevices of the chalk, which is an awkward substance to work in below water level, the chambers will have to be pressurised before the concrete seals are removed and excavation can begin. When the pressure is applied, men will only be able to enter the chamber through the twin doors of the boiler-shaped air-locks, which are situated at the top and bottom of the shafts. An additional lock of larger size lies at the top of the shaft for the entry of the iron segments of the lining and other bulky material.

The work combines something of the difficulties of operating a submarine with those of deep-sea diving. Ex-naval personnel will be employed as watch-keepers in a control room above the ground to ensure the safety of the workers in the tunnel and maintain the pressures at between 5 and 35 lb. per sq. inch according to the prevailing conditions. When the pressure is high the miners may have to wait an hour and a half in gradually decreasing pressure before coming out into the normal atmosphere. In this respect the decompression procedure will be similar to that used for divers. All the tunnel miners, whose numbers will be about 200 at the peak of the construction work, have to be medically examined to ensure that they are physically fit for working below.

The working face will be attacked with pneumatic spades from the sixteen open cells formed by the cross-members of each of the shields. After disposing of an initial stratum of gravel the miners will cut into the chalk, throwing the debris on to conveyor belts which will take it to the back of the shields. Here it will be pulverised and mixed with water. The resulting mixture will be pumped through pipes to the surface, where it will be deposited to form the earthworks that will serve to hold back the river flood water from the cuttings. Down these cuttings the approach routes will run to the tunnel mouths, linking the road systems on either side of the river.

Each time excavation has been completed over the entire face to a distance varying between 18 ins. and 3 ft., the shield will be thrust forward. The great ring-shaped steel knife fitted to it will trim the inner surface of the tunnel as it is formed. A new lining ring will be erected behind it as the work progresses. Cement grout will be pumped between the iron lining and the chalk face to complete the structure. As the main tunnel goes forward the pilot tunnel will be absorbed and its lining dismantled and sent to the surface.

Work has already started on the Dartford side and the excavations at Purfleet will begin in a matter of weeks. The process is slow and there is a limit to the amount of labour which can be brought to bear on the working face. An advance of between 5 and 6 ft. a day will be regarded as good. It is estimated that 3,000,000 cub. ft. of chalk and gravel will have to be removed. The consulting engineers for the scheme are Messrs. Mott, Hay and Anderson and Messrs. Coode and Partners.

MAN AGAINST RABBITS and STAGS

Two Types of Hunting in Hertfordshire and Somerset

AFTER A MORNING'S RABBITING IN HERTFORDSHIRE: Sir Jocelyn Lucas, M.P. (left), with otter-pole in hand, makes his way to base with his pack of Sealyhams, Beagles and Basset hounds after taking part in a shoot to help in the clearing of rabbits from Nomansland Common, near St. Albans. Mr. S. Palmer is carrying one of the rabbits, and on the right is Mr. E. B. Wakefield, M.P.

On right—

SIR JOCELYN CALLS OUT HIS PACK AT THE END OF THE MORNING: He is sounding his horn in the presence of some of the guns. In the group are Mr. E. A. Puttick, the Hon. Mrs. Alec Plummer, Mr. D. H. Gardner, Ministry of Agriculture Pests Officer; Mr. D. Marshall, Assistant Pests Officer; Mrs. Ashworth and Mrs. Assheton-Smith.

Nomansland Common, near St. Albans, an area of about 30 acres, largely overgrown with blackthorn and gorse, is one of the worst potential common land breeding grounds for scrub rabbits in the centre of this agricultural area of Hertfordshire. Surrounded by agricultural land, the common is a source of worry to local farmers who have been keeping down rabbits on their own farms but are unable to take any action on the common. At one time gypsies lived permanently on the common and they helped to keep the rabbits in check.

Blood samples from two rabbits caught recently on this common showed them to be immune to myxomatosis. On the advice of the Brocket Voluntary Pests Committee the Lords of the Manor and the Rural District Councils to whom the common is leased agreed that the County Agricultural Executive Committee should undertake the widening of existing rides and the clearing of a few new rides on the common to enable the Pests Department to get at the rabbits. This plan, due to be completed before the end of the month when the birds start nesting, was approved by the various nature societies and those concerned with the preservation of rural England.

The final phase in the operation to clear the rabbits took place recently, when a shoot was arranged in co-operation with a pack of Sealyhams, Beagles and Basset hounds brought by Sir Jocelyn Lucas, M.P. Thirty guns were invited and Sir Jocelyn accompanied by Mr. E. B. Wakefield, M.P., brought seventeen-and-a-half couple of his Sealyhams and ten couple of Basset hounds. The hounds were able to work through the undergrowth, driving the rabbits across the rides to the guns. The result of this combined operation was a bag of thirty rabbits, the majority of which were full-grown does. It was pointed out after the shoot that the killing of the rabbits could mean a saving of at least a thousand pounds worth of damage before the year is out.

PROTEST IN A SOMERSET VILLAGE: Mrs. C. D. Norman, of the Ilfracombe branch of the Royal Society for the Prevention of Cruelty to Animals, displays a placard of protest at Bury, near Dulverton, during a meet of the Devon and Somerset Staghounds.

MOVING OFF AFTER AN UNUSUAL MEET: The Devon and Somerset Staghounds cross the River Haddon after moving off from their meet at Bury, near Dulverton, when members of the Press followed to witness a stag-hunt. Their presence at the hunt had come about through the wide publicity which had arisen over the hunting of stags. Members of the Ilfracombe branch of the R.S.P.C.A. were at the meet and one of their members displayed a placard with the words: "Ilfracombe demands outlaw this cruelty." The League against Cruel Sports was also represented at the meet. Anti-hunting leaflets were distributed and there were shouts of indignation. After some considerable time the hunt gave chase and a stag was eventually shot in the Barle Valley. Its body was then carried down by the swollen river and later dragged ashore.

THE SHAPE OF THE NEW STEPNEY: *On left* is part of the model made by the London County Council to show new housing developments in the Clive Street and Mountmorres Road areas. In these areas approval has been given for the erection of four 17-storey blocks of flats. *Right*—An artist's impression of one of the blocks of "skyscraper" flats.

"SKYSCRAPERS" FOR STEPNEY

The L.C.C. are to Build 17-Storey Blocks of Flats as Part of their Development Plan in the East End

In the Stepney-Poplar Comprehensive Development Area the London County Council, in conjunction with the local authorities and other public and private bodies, are continuing to make rapid progress with their rehousing programmes. Rows of small houses are being swept away and the people are being rehoused in varying types of modern dwellings. This particular locality includes thirteen neighbourhoods which have been grouped into four communities, two in Stepney and two in Poplar. In some areas the housing schemes are nearly complete, while in others rebuilding plans have still to be put in hand. A few days ago the L.C.C. announced that they had approved two major housing schemes in the Clive Street and Mountmorres Road/ Walter Terrace Areas in Stepney. In the Clive Street scheme the gross area available for housing is 8·11 acres and the main proposal is for the erection of three seventeen-storey blocks of flats. The site adjoins a large proposed open space and in the planning of the area advantage has been taken of this very valuable amenity. Also included in the scheme are five four-storey blocks of maisonnettes; a terrace of six houses; three shops; 138 tenants' stores; and thirty-eight garages. Each of the high blocks will be served by two lifts, and central heating will be provided. At the moment the estimated cost of the scheme is £1,218,300. The proposals in the second of the two areas include the erection of one seventeen-storey building as well as several other smaller blocks of flats and maisonnettes, and three terraces of houses round a square. 9·16 acres are available for housing in the area and the estimated cost of the programme is £1,039,200.

CONTRASTING THE NEW AND OLD IN STEPNEY WHERE THE SLUMS ARE BEING SWEPT AWAY: Two blocks of different types of flats stand out in marked contrast to the derelict houses which are being demolished. There are several new estates in Stepney.

RAPID PROGRESS IS BEING MADE IN THE DEVELOPMENT AREAS: *Left*—This block of four-storey maisonnettes has been built on the St. Dunstan's estate under the Stepney-Poplar reconstruction scheme. *Right*—Work is in progress on a block of flats in the St. Anne's area. Stepney-Poplar was first suggested as a reconstruction area in the County of London Plan, 1943. In 1947 a Declaratory Order was confirmed making 1,312 acres of the total area of 1,945 acres subject to compulsory purchase for comprehensive development. Since then the L.C.C., and the local boroughs, have made rapid progress in transforming the slum sites.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Survey of Achievement in Britain and Overseas*

A New American Landing Aid

SAFER LANDINGS BY FLASHING LIGHTS? An F-102 supersonic fighter flies towards the runway which has a new approach lighting system at March Air Force Base, California. This lighting network has a revolutionary Electronic Approach System which is said clearly to indicate the safe landing path. *Below*—An eight-jet B-52 Stratofortress coming in to land. The twenty-three beacons, which form the nucleus of the approach light system, emit light-bursts of 30,000,000 candlepower each, in sequence, every half second. A single light-burst, lasting one-five-thousandth of a second, is visible to the left and forward of the B-52's nose.

Most accidents in the air are caused by pilot error, and the most critical time for a pilot is during landings or when taking-off. Ground controllers are able to guide pilots by means of radar through the thickest of fog, and although the "talk you down" system can help a pilot to within a few feet of the runway—then comes the blind spot. In the last few seconds before the wheels of an aircraft touch the tarmac the pilot must be able to see, if not the runway itself, lights which clearly indicate its position.

The Electronic Flash Approach System now in use at March Air Force Base in California claims to do more than merely light the runway. It is said to indicate, by means of fog-penetrating beacons, the safe landing path and angle of approach for a pilot to take, and is the first flashing approach system to be installed at a military base and the first at any airfield in the Western United States. The new landing aid has been developed by Sylvania Electric Products, Incorporated. Major-General A. J. Old, Jr., the Commander of the Strategic Air Command's 15th Air Force, has said that the new system is a "major contribution" to accident prevention. The twenty-three strobeacons which form the nucleus of the approach light system, give out light-bursts of 30,000,000 candle-power each, in sequence, twice a second. The effect they create for a pilot coming in to land is that of huge tracer shells streaming towards the runway.

Airport lighting experts in this country are generally sceptical of the value of high intensity Flash Approach Systems. They favour the "line and bar" system at present installed at the majority of airports. This British method is the only arrangement recommended by the International Civil Aviation Organisation. The chief disadvantage of the Electronic Flash System is that it is not so easy for a pilot who has been staring at fog and dimly-lit instruments, to interpret in the few minutes he visually controls his machine during a bad-weather landing. Lighting on any particular airfield depends upon local factors and there has to be continuous research.

EXAMINING A STROBEACON UNIT: Mr. Richard H. Lindeberg, Colonel Howard J. Fry, and Major-General A. J. Old, Jnr., the Commander of the 15th U.S. Air Force.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Survey of Achievement in Britain and Overseas*

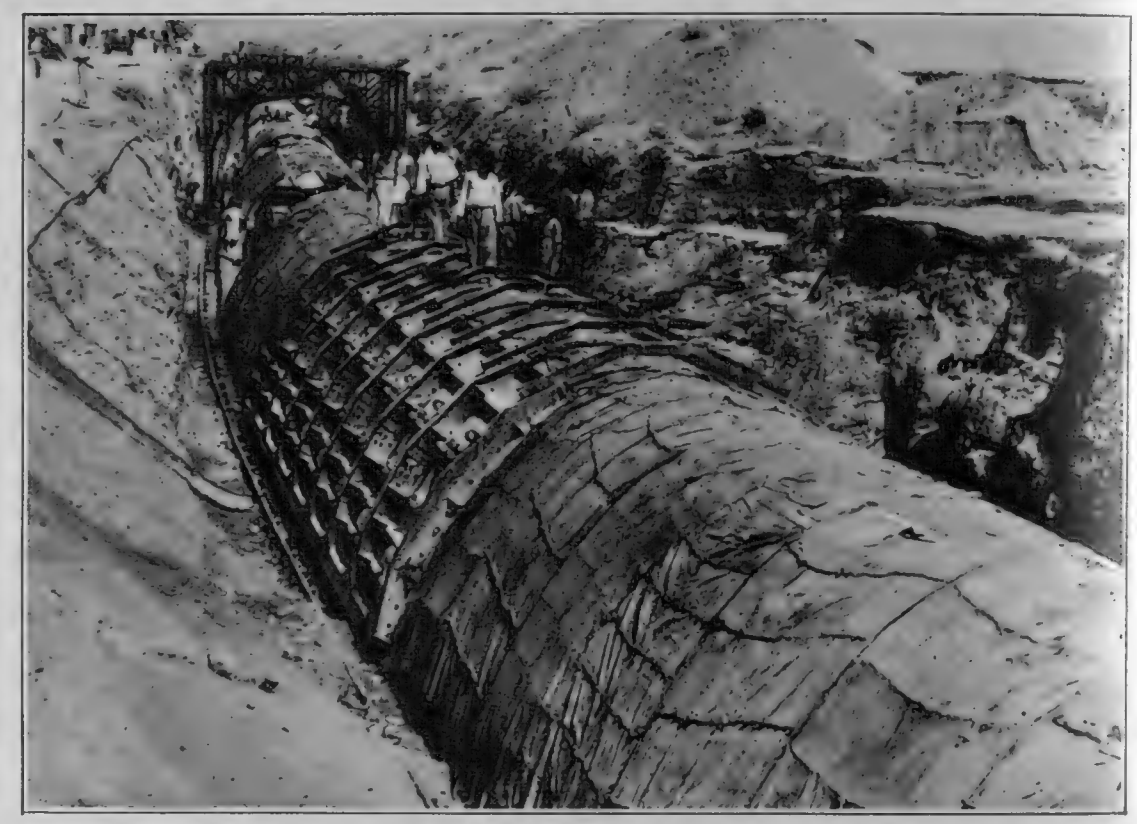
AN AMBITIOUS ENGINEERING PROJECT IN PAKISTAN: *Left*—Rock is blasted near Dumlotte to prepare the course for a 120-mile-long line of conduits and aqueducts which is to carry fresh water from the Lower Sind barrage on the River Indus to Karachi. *Right*—Water flows along a section of the line which has been constructed. The fresh-water requirements of the Federal capital of Pakistan are 60,000,000 gallons a day. The water line from the Indus will supply much more than this.

WATER FOR KARACHI

Karachi has more than trebled its population in the ten years since it became the Federal capital of Pakistan. In the old days its fresh-water supply of 25,000,000 gallons a day was adequate. To-day, 60,000,000 gallons are needed daily, and the requirement will become larger if the population continues to grow. To meet this demand, the Pakistani authorities, helped by American technicians, have embarked on an ambitious project. This is the construction of a system of conduits and aqueducts from the Lower Sind Barrage on the Indus over a distance of 120 miles to Karachi. At one point the water-line has to be taken through a tunnel for 700 ft., and along its route there are pumping plants. When complete, fresh water will be taken into Karachi at the rate of 140,000,000 gallons a day, sufficient to supply the needs of the expanding community for many years to come. The project will be financed by local taxation and the sale of water at cost to the consumers. American assistance is being given by the International Co-operation Administration which has provided technical advice for the entire scheme and some economic help. But from the start Pakistani engineers and experts have been closely associated with the United States advisers in every stage of the work, and as the line grows, they are gradually taking over from the Americans. They are also training personnel with a view to assuming full responsibility for the management and operation of the water-line when it is finished.

On right—

A CONDUIT NEARS COMPLETION: The cover is being laid over it in the barren country through which much of the Indus to Karachi 120-mile water-line has to run.



OIL FOR SPAIN

The establishment of the American air bases in Spain has created a vast demand for fuel for the aircraft stationed on them. The fuel is brought in by sea, and on land two problems have to be met—storage and transport. American engineers have constructed several ingenious storage depots from natural features. At El Ferrol, for instance, they have transformed huge granite caves into a fuel store. The greater difficulty in planning the organisation of the airfields was the transport of petrol and oil. Spain has no large network of roads or railways. So the American engineers decided to construct a pipeline. Work on this project is now well advanced, and it is anticipated that it will be finished before the end of the year. The completed line will be 475 miles long and run from the American naval base at Rota, near Cadiz, in the south-west, almost right across Spain to Saragossa, one of the chief American bomber bases, in the north-east. It will "feed" other airfields on the way. At Rota what is described as a huge "tank farm" of over seventy underground tanks has been built. There are smaller tank farms at the airfields supplied by the pipeline, which is now being pushed through the rugged country to the north-east of the Spanish capital. An interesting point about the line is that as it proceeds it becomes smaller in diameter. At Rota it starts as a 12-in. pipe. By the time it reaches Madrid it is 10 ins. Beyond, it is reduced to 8 ins. The reason for this is that it handles less fuel as it proceeds on its journey.

The whole project is supervised by the U.S. Navy Bureau of Yards and Docks and the line is called P.O.L. (short for petroleum, oil and lubricants). The three main contractors concerned with the project are Brown and Root, the Raymond Concrete Pile Company and the Walsh Construction Company. These American firms are responsible for the storage depots and the pipeline. The bulk of the construction work is done by machines handled by skilled American technicians. Spaniards are only employed for manual labour. However, the airfields en route—at Moron, San Pablo, Torrejon and Saragossa—are being built by Spanish sub-contractors. Under good conditions the army of men and machines excavating, laying, painting and wrapping the pipeline in its protective casing can progress at the rate of two-and-a-half to three miles a day. But Spanish weather is usually uncertain, varying from extremes of heat to great cold, and sometimes great obstacles of rock also delay the advance.

A SECTION OF OIL PIPELINE: It will be laid in the 475-mile line from Rota, in south-west Spain, to Saragossa, in the north-east, which the Americans are building.

AN AMERICAN OIL STORE IN EL FERROL: A granite cave in the port in north-west Spain is being adapted for storing some of the oil required by the United States Air Force bases which are being established in many parts of Spain.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Survey of Achievement in Britain and Overseas*

FIRST U.S. CIVIL JET ENGINE

America's first jet engine, a J-57, to receive a certificate for use in commercial aircraft is packed at Pratt and Whitney's plant at Hartford, Connecticut. It is being lowered into a "shipping can" under the watchful eyes of Mr. L. C. Mallet, general manager, Connecticut operations, on left, Mr. J. L. Bunce, factory manager, centre, and Mr. W. A. Parkins, United Aircraft Corporation vice-president in charge of Pratt and Whitney operations. The J-57 produces more than 10,000 lb. of thrust, but most other details of its construction and performance are still on the secret list. The J-57 began its 150-hour military qualification tests in September 1952, and the engine went into production in February 1953. By the spring of last year more than 3,000 J-57s had been delivered. It powers a wide variety of U.S. Air Force and Naval aircraft including the B-52 intercontinental bombers and the F-102 delta-wing fighter. The commercial version of the J-57, and the even more powerful Pratt and Whitney J-75, will power most of the Douglas DC-8 and Boeing 707 long-range airliners which are due to enter service in 1959. The remainder of these airliners will have Rolls-Royce Conway engines.

PROVING THE COMET

Comet components are being proved in a special machine designed by de Havilland engineers in conjunction with the Swiss electronic firm of Alfred J. Amsler and Co. It can apply a load of 100 tons, 500 times in a minute. The machine is the first of its type in Britain and it has aroused much interest in the aircraft industry. Drawings have been made available to other aircraft manufacturers. In addition to static tests of strength, fatigue tests are necessary to establish the length of safe life for an airliner in service. In the case of the fuselage of the new Comet 4, specimens of separate components and sections are subjected to rigorous tests representing six times the expected life in commercial operation. Later a complete Comet 4 aircraft is to be tested. The fuselage will be submerged in a water tank, and undergo pressure tests in simulated flight conditions, again, for six times its expected life in commercial operation. Even this will not entirely satisfy the engineers and a further 60,000 reversals of pressure must then be survived without a serious failure taking place.

COMET COMPONENTS UNDER TEST: This machine, installed at the de Havilland factory at Hatfield, Herts, can apply a fatigue load of 100 tons, 500 times in a minute. It has been working day and night almost continuously for four years to prove components for the new Comet airliner.

JEEP MINE DETECTOR

A jeep-mounted mine detector, which automatically stops the vehicle when it locates a mine, has been developed by the U.S. Army Engineer Research Department at Fort Belvedere, Virginia. The detector covers a path 6 ft. wide in front of the jeep and is operated by controls mounted on the dashboard of the vehicle. A search coil, which is kept at a constant height above the ground by caster wheels, operates a hydraulic device which disengages the clutch, and puts on the brakes when a mine is discovered. In addition, lights on the indicator panel change from green to red and an audible signal is produced. The detector and its carriage assembly have a total weight of about 700 lb.

"ROVING EYES" FOR THE B.B.C.

The Television Outside-Broadcasts Department of the B.B.C. has purchased nine Karrier "Bantams." Four are "Roving Eye" vehicles carrying cameras, and the remainder will be used to link the travelling units with main transmitters. The bodies for the new vehicles are being built by Mickleover Transport Ltd., of London, who have designed them in close co-operation with B.B.C. engineers. The vehicles which mount cameras have an operators platform raised about 3 ft. above the floor, and above it is an aperture in the roof. On the roof is a ring camera mounting and beside the driver's seat is a mounting for another camera which may take pictures either forward through the windscreen, or through a window on the near side. The commentator stands behind the driver and is able to look at a monitor television set. Behind the central camera mounting sit two engineers and the programme producer, who has a pull-out desk flap at the bottom of a battery of equipment including mixer controls. Three fans are fitted on the off-side wall to extract the considerable heat given off by the equipment. Signals from the camera vehicles are transmitted via 6-ft. aerials, which are stabilised by gyroscopes driven by electric motors housed in the rear compartments.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Survey of Achievement in Britain and Overseas*

NEW YORK'S ELECTRONIC GOODS YARD

The New York Central's new Frontier railway goods yard at Buffalo is an example of how modern methods can be applied to improve efficiency in the organisation of goods traffic on railways. The yard works on electronic and radar systems. Trucks coming towards the yard carry classified markings which are identified by electronic apparatus and flashed to an outer control centre. These markings are immediately passed to a second electronic centre which controls what is called the "Hump." This consists of railway lines on slopes. They are seen in the bottleneck of rails in the foreground of the picture above. In between each set of rails on the "Hump" are radar antennæ which identify the speed and classification of each waggon passing above them. As a result of this identification a somewhat complex system of blocks or "muscles" on the sides of the rails is brought into operation. This sorts out the trucks so that they go into the right sidings in the marshalling or classification yard, in the background of the picture. The marshalling yard has sixty-three tracks for trucks of different classifications. From them they can eventually be brought out and sent on return or further journeys, also with the assistance of the electronic and radar system.

THE AUTOMATIC SHUNTER: A technician services a motor controlling the "muscles" by the rails to regulate the speed of wagons on the "Hump."

A LABOUR-SAVING PANEL: By means of these electronic controls, the operator sitting above the marshalling yards can do the work of several shunters.

A TRUCK COMES ON TO THE "HUMP": The box beside the rail and the open control panel regulate the electronic apparatus for directing its movements.

AN "OLD-TIMER" RETURNS

Electronic systems of controlling shunting operations were unthought of when the Great Western Railway engine "City of Truro" made history by being the first locomotive in the world to exceed 100 m.p.h. That was in May 1904. Now this great old-timer is to come out of her retirement in the Railway Museum in York. To-day (March 30) she is hauling the excursion train organised by the Festiniog Railway Society from Paddington to Minffordd over part of its journey. On the outward trip she takes the train from Wolverhampton to Ruabon and on the return from Shrewsbury to Wolverhampton. She has been given a fresh coat of paint for this outing, which it is hoped will be the first of many for her this summer, but she still proudly appears in the old G.W.R. colours which she wore when she made her epic journey in 1904. Then she was hauling a boat train from Plymouth to Paddington. Among the passengers was Mr. C. R. Marten, an internationally recognised authority on locomotive performance. As the train came down Wellington Bank to Taunton, he logged her speed increasing to the then astonishing rate of 102.3 m.p.h. Although Mr. Marten reported his observations to the G.W.R. the record was not revealed until 1922, presumably to avoid frightening the travelling public! "City of Truro" was designed by the famous G.W.R. Chief Mechanical Engineer, Mr. G. J. Churchward. She was withdrawn from service in 1931 with 1,483,000 miles to her credit. Her re-appearance on the rails is a reminder of the great tradition and past engineering achievements from which British Railways derive.

THE FAIRGROUND SCENE IN "PETROUCHKA": The three puppets in their boxes are the Blackamoor (Peter Clegg), the Ballerina (Margot Fonteyn) and Petrouchka (Alexander Grant). Frederick Ashton, who is not shown, dances the Old Conjurer. This Gala Performance, given last Tuesday before the Queen Mother and Princess Margaret, was in aid of the Royal Ballet (formerly the Sadler's Wells Company) Benevolent and Students funds. The costumes and scenery for Stravinsky's *Petrouchka* are those originally designed by Alexandre Benois for its first production by Diaghilev.

ON THE MERRY-GO-ROUND: Margot Fonteyn as the Ballerina. *On right*—The Ballerina with Petrouchka, danced by Alexander Grant.

"PETROUCHKA" AT COVENT GARDEN

A Gala Performance by the Royal Ballet

SCENES FROM THE NEW PRODUCTION: In the Blackamoor's compartment are Margot Fonteyn and Peter Clegg. *On left*—Three of the principals dance together. Choreography is by Michel Fokine.

The Sphere of Travel

In Central Italy

Latium, Abruzzi and the Marches offer much of Interest and Appeal for the Curious Traveller

By GORDON COOPER

It is a melancholy paradox that the development of communications has almost killed the gentle art of travelling. The word "travel" in itself implies labour, and it would seem that the scientific elimination of toil from the traveller's lot has deprived travel itself of its most exquisite essence and charm. In consequence, the modern-day tourist sees little that really matters.

Contemplating my own travels, it is surprising how many golden moments belong to days spent in Central Italy, an area which covers Tuscany, Umbria, Latium, the Marches, and Abruzzi. Having in previous articles described Tuscany and Umbria, I propose now to say something about the remaining three provinces.

Latium is bordered in the north by Tuscany and Umbria; in the east by Umbria and Abruzzi, and in the south by Campania. It has a long stretch of coast along the Tyrrhenian Sea. The importance of Rome from the tourists' point of view has relegated the rest of the province to a secondary place, but in reality this region is very fine and greatly varied.

Impressive and picturesque mountains occupy a large part of the interior of Latium. The generally sandy sea coast is studded with good bathing resorts: Santa Marinella, Ladispoli, Fregene (specially recommended), Anzio, Nettuno, Terracina, Gaeta and Formia—also Ostia, the "Lido" of Rome, but hardly a resort in which to stay. There are such large lakes as Bolsena and Bracciano and such small but picturesque ones as Albano and Nemi. The beautiful promontory of Monte Circeo is occupied by a large national park where the local flora and fauna are left in peace. There are also several towns and places of outstanding archæological and art interest.

I will merely name Ostia Scavi, with its extraordinarily interesting Roman excavations, Tivoli, the Roman Castelli of the Alban Hills, and Frascati, all of which can be regarded as being in the environs of Rome. Farther afield, there are Viterbo, Tarquinia, Cerveteri, Fossanova, Subiaco, and Frosinone.

The walled and turreted town of Viterbo is a picture town of the Middle Ages. It was once a residence of the Popes and for three centuries was a serious rival of Rome. The Palace of the Popes with its roofless loggia is of striking beauty. Nearby is the cathedral, where, in 1271, during the celebration of High Mass, Guy de Montfort, son of Earl Simon of Leicester, assassinated Henry of Cornwall, nephew of Henry III, to avenge the death of his father at the battle of Evesham in 1265, where his body had been despicably treated. Dante mentions this horrible crime, and consigns the murderer to the deepest region of Hell. The old quarter of the city is especially evocative, with its medieval houses and narrow streets. Two notable features of Viterbo are its lovely fountains and its curious street names.

West of Viterbo is Tarquinia, loftily situated and an important Etruscan centre, which has many fine religious and secular buildings. Nearby is a remarkable Etruscan Necropolis containing many tombs, including some adorned with paintings of great originality and artistic worth. Farther south, on the road to Rome, is Cerveteri, with its grandiose necropolis dating from the seventh to the third centuries B.C. This site is of outstanding interest.

Fossanova, with its splendid Cistercian abbey, and Frosinone lie south-east of Rome. The latter is the principal town of the region of Ciociaria, which contains several towns of considerable historical and artistic interest, such as Anagni, Segni, Alatri, Veroli and Ferentino. It is also a useful base from which to make a rewarding excursion to the Abbey of Casamari, a Cistercian church which has a magnificent portal (thirteenth century).

The fame of Subiaco is bound with the monasteries of St. Benedict and St. Scholastica where the Benedictine Order was established. The Monastery of St. Benedict or Sacro Speco, is a venerable sanctuary consisting of two churches: the upper and the lower, both rich in mystic atmosphere and frescoes. The Monastery of St. Scholastica has fine cloisters, library and archives with precious codices and incunabula.

FROM THE TURRETS OF SAN MARINO: This little town, perched on the top of a peak, is the capital of the diminutive republic of San Marino. It has preserved its independence for more than fourteen centuries. The capital possesses a handsome Palazzo del Governo, a museum and three citadels, all of which command a superb panorama.

The Marches border in the north with Emilia-Romagna, in the west, with Tuscany and Umbria; in the south, with the Abruzzi, and in the east, with the Adriatic.

This region is generally mountainous, with the Apennines extending along its western part. The coast consists of a long sandy strip with a string of seaside resorts, my preference being for Senigallia (Sena Gallica of the Romans) which has a splendid beach.

There are no large cities in the Marches. There are, instead, numerous small towns with such long history, old cultural traditions and fine monuments and art collections that nearly all of them can be considered art cities. The outstanding place is Urbino, that medieval and gaunt city crouching upon its double hill. Here you can see the birthplace of Raphael, but its chief glory is the Ducal Palace, the greatest and most splendid of all the palaces which were built in the early Renaissance. Even to-day it is unique in Italy.

Built by the enlightened Duke Frederick (1442-82), this grand palace is now occupied by the National Gallery of the Marches, one of the most important picture galleries in Italy. But, perhaps, its chief appeal to the visitor is the magnificence of its rooms which are of perfect proportions. There is one ceiling decorated with stucco bas-reliefs on its vaulting, as delightful as any other of its kind I have ever seen. There are many doors whose intarsia, or inlaid mosaic wood-work, can hardly be matched for richness and grace; there are chimneys in the fifteenth-century style; and friezes of exquisite cupids; and as you wander through the corridors you come at last to the little study of Duke Frederick, where the walls, all of intarsia, once shut out for him the noisy world of strife and intrigue, so that he could meditate in complete silence.

Elsewhere in Urbino there are some interesting churches, while from a small plateau on the edge of the town there is a superb panoramic view over the mountains to the eagle's nest of San Marino.

Next to Urbino, which is an easy first, I rank Ascoli Piceno as an art town of importance. It has a picturesque Piazza del Popolo, surrounded by interesting medieval buildings. It is a Roman town, too, and is as old as anything has need to be in Europe. Then there is Fabriano, famous for its paper mills, and a school of painting which flourished there in the fourteenth and fifteenth centuries. It merits a short visit.

Other noteworthy places include the walled town of Gradara, Tolentino with its thirteenth-century Basilica of San Nicola, Ancona, and Loreto, one of the holiest places in Italy. According to legend, the house in Nazareth, which was the home of the Holy Family, was miraculously transplanted by angels from Palestine to the hill of Tersatto, near Fiume, in 1291, and again, by the same agency, across the Adriatic to the laurel woods which gave name to Loreto, in 1294. Here a church was built over it, which developed into the present magnificent encasing sanctuary. On the Feast of the Nativity of the Virgin (September 8) it attracts a vast number of pilgrims, but it is popular at all times. Countless other villages and towns, often nestling on the tops of mountains and hills, complete the range of attractions in the Marches.

Brief mention must be made of the tiny Republic of San Marino—its area is only 38 square miles—wedged in between the frontiers of Romagna and the Marches. Its tiny capital, perched on Mount Titanus, presents a fine silhouette when seen from a distance, while from the piazza there is a magnificent panoramic view. Apart from satisfying one's curiosity, there is, however, not much to see in San Marino, except on two days each year (March 15 and September 5)

WHERE OVID WAS BORN: Sulmona was the birthplace of the Latin poet who was much attached to this his "cool home, abounding in water." The town is commanded on two sides by mountains and contains several medieval buildings of interest.

THIS SUMMER IN COLOGNE

Since the war Cologne has been rather neglected by tourists, who usually just pass through this great city on the Rhine with perhaps a brief visit to the Cathedral. I suggest, however, that this summer a longer stay is likely to prove rewarding. Two great cultural institutions will reopen in their rebuilt homes: the new Opera House, built at a cost of £1,250,000, and the famous Wallraf Richartz Museum, one of Germany's outstanding art collections. From April 26 until October the Federal Garden Show is being held on 120 acres of the east bank of the Rhine. Here nearly 1,500,000 plants of every description are being shown. Further particulars from the German Tourist Information Bureau, 6, Vigo Street, W.1.

THE BEACH AT PESCARA: This attractive resort on the Adriatic coast has magnificent sands and a background of mountainous landscape. Travelling from Ancona to Foggia the mountain group of the Maiella culminating in Monte Amaro becomes visible on the right as one approaches Pescara. The town, with its fortified harbour, lies at the mouth of a river of the same name about eight miles north-west of Chieti. Over the years the resort has merged with nearby Castellamare Adriatico.

BESIDE THE LAKE OF BRACCIANO: This large lake in Latium is a favourite resort for visitors of many nationalities. The interior of Latium is largely made up of mountainous country studded with lakes of various sizes. One of the largest besides Bracciano is the lake of Bolsena. Other lakes are smaller but equally picturesque.

when the inhabitants are called upon to elect two regents to govern them. This is done to the accompaniment of age-long ceremonies and colourful processions. San Marino is linked to Rimini by bus service, and a local Tourist Office issues useful brochures in English.

The Abruzzi, an extensive region in Central Italy, is to the south of the Marches and Umbria. Its long stretch of coast is bathed by the Adriatic. A large part of this province is occupied by mountains, the most imposing being the Maiella and Gran Sasso, the latter being the highest *massif* in the whole Apennine range.

From the tourist's point of view, the Abruzzi offers three distinct attractions: the mountains which are ideal for quiet excursions; the coastal strip with fine sandy beaches, the principal resort being Pescara; and the two main art centres, Aquila and Sulmona.

For those desiring a mountain holiday, I recommend the National Park of the Abruzzi, where there is interesting fauna, as well as rich and varied flora. Here, too, are a number of picturesque, typically Abruzzese villages. Accommodation is naturally simple. Alternatively, there is the nearby resort of Scanno, which is noted for the beautiful costumes worn by the women of the village. Its adjoining lake is an added attraction.

Aquila is beautifully situated on a rocky platform surrounded by mountains. It was founded in the thirteenth century by Frederick II as a defensive stronghold against the Papacy. It was, indeed, the great emperor's intention to make this city the capital of Italy, but death cut short his project. There are several interesting churches to be seen, nearly all being in Romanesque or Renaissance style.

Sulmona, birthplace of Ovid, possesses a number of lovely medieval buildings. It is also a centre for the manufacture of delightful jewellery and curiously decorated sweets. You might also care to sample in certain humble inns a local speciality, a cooked wine, known as *vino cotto*, but I would warn you that it is extremely potent.

FOR FURTHER INFORMATION

Italian State Tourist Office, 201, *Regent Street, London, W.*1.
C.I.T. (England) Ltd., 10, *Charles II Street, S.W.*1.
Italian International Airlines, 199, *Regent Street, W.*1.
There are also local information offices in the main centres.

STRIKES AND WAGE CLAIMS

Scenes in London and the North During the Industrial Disputes

A MASS MEETING IN LONDON: With the cranes of the dockyards towering in the background, 8,000 ship repair workers attend a mass meeting at Custom House Fields, in East London. The men heard reports on the strike in the shipbuilding industry which had brought most of Britain's shipyards to a standstill. The meeting was addressed by Mr. D. McGarvey, President of the Boilermakers' Union, and Mr. F. Baker, London District Secretary of the Confederation of Shipbuilding and Engineering Unions.

THE MINISTER OF LABOUR AT HIS DESK: Mr. Iain Macleod has played a leading part in the consultations between the parties concerned in the disputes. As well as reporting to Parliament he endeavoured to find a basis for negotiations between employers and the unions.

A SETTLEMENT IN THE RAILWAY PAY DISPUTE: Sir Brian Robertson, Chairman of the British Transport Commission, announced in London the terms of the railway pay claim. The agreement between the Transport Commission and the National Union of Railwaymen is for an all-round increase of 5 per cent.

AN ASPECT OF THE SHIPYARD STRIKE IN THE NORTH—TYNESIDE STRIKERS MARCH THROUGH WALLSEND: *Left*—More than 4,000 strikers from the shipyards on Tyneside are seen marching through Wallsend to attend a mass meeting in a recreation ground a few days after the shipbuilding industry had been paralysed by the stoppage. The head of the procession, with the band in the lead, is seen in the picture *on the right*. The march and the mass meeting were in support of the shipyard workers' claim for a 10 per cent. wage increase. It was one of the biggest demonstrations the town had known since the days of the General Strike in 1926.

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The World of Books: By VERNON FANE

AUTHOR AND SCULPTOR

Mrs. Clare Sheridan's Autobiography; Observers of Great Events; More about Hitler; Ethiopia, Tibet and Spain; A Variety of Novels

WHEN Mrs. Clare Sheridan writes about Charlie Chaplin's "intensity," she is speaking with authority, not only because she has known the great man well, but because she herself is something of an expert on intensity. Her autobiographical volume, TO THE FOUR WINDS (André Deutsch. 25s.), shows, too, that this writer, sculptor, mother, foreign correspondent, traveller and friend of the great has considerable powers of self-expression. Mrs. Sheridan is Sir Winston Churchill's cousin and they have had a lifetime of friendship which was slightly strained but not quite broken when Mrs. Sheridan went to Moscow to sculpt portrait heads of Lenin and Trotsky. She returned to England to be labelled a Communist, whereas, she explains, "I was merely a Bolshevist, the two are *not* synonymous." The book is immensely readable, full of good anecdotes with a highly personal slant and almost alarmingly full of vitality.

JAMES JOYCE'S WORLD (Methuen. 30s.) is a biography told in terms of place. This is an ingenious device and one that is suited to the life of this restless genius. In an earlier book, *James Joyce's Dublin*, Patricia Hutchins used something of the same technique, but the present book takes it a step further. Joyce is shown at nearly all his residences in Ireland, in England and in France, with complementary photographs and some account of the work that he was engaged in at the time.

The next three books are by observers of the world scene. ONE HUNDRED HOURS TO SUEZ (Collins. 16s.) is by Mr. Robert Henriques, novelist and soldier (he has had thirty years of Army service). He has written an account of Israel's campaign in the Sinai Peninsula which, from the military point of view, was conducted with great brilliance and determination.

Mr. G. Ward Price is a newspaperman whose "by-line" has been familiar over more than thirty years. He has probably attended more wars, riots and Royal receptions than any of his contemporaries. In EXTRA-SPECIAL CORRESPONDENT (Harrap. 21s.) he gives evidence of this. In 1912 he was an eye-witness of some of the classic "trouble in the Balkans." In 1925 he accompanied the Prince of Wales' tour through some of the colonies. In 1943 he was at the Casablanca conference, in 1946 he made an Alexandria to Cape Town run in a car, and in 1949 General MacArthur confided his problems to him. In 1951 he visited at least nineteen different countries, and in this year of grace he is demonstrably as active as ever.

OH! THAT SPIKE (Hammond and Hammond. 12s. 6d.) is a title which refers to the bane of a journalist's life—the sharp, insatiable piece of metal on which are impaled all the sheets of hardly won copy that will never see the black-and-white of print. Olga Franklin writes about her life as a member of the Press and of some of the stories that fed the spike or escaped it. Lively, immensely practical, informative and human.

I suppose it could be said that the late Otto Dietrich's book is the work of a correspondent, too, since he was Hitler's Press chief from 1933 to 1945. THE HITLER I KNEW (Methuen. 18s.) was written in 1946 during Dietrich's first spell of imprisonment, and while his memory of the man was still clear and sharp. Dietrich wrote about his political and military aspirations, but the glimpses of Hitler's private life, monotonous and tasteless, are of far more interest.

And so to books of travel. To begin with there is a really superb one by Mr. Douglas Busk, THE FOUNTAIN OF THE SUN (Parrish. 35s.). It is a product of the author's term as H.M. Ambassador to Ethiopia, a period during which he travelled widely through the country and spent his leaves exploring, mountain-climbing and, luckily for us, photographing in black-and-white as well as colour while his wife completed some elegant line and water-colour sketches.

NO PASSPORT TO TIBET (Hart-Davis. 25s.) is the story, written forty-three years after the events it describes, of an expedition undertaken with very little equipment. Its purpose was to bring back not only news of unknown peaks and water-courses but the seeds of a blue poppy which is now in every seedsman's catalogue. *Meconopsis Baileyi* is a gardening if not a household word, but it got off to an inauspicious start in Captain F. M. Bailey's diary when, in 1913, it was noted casually together with purple iris, primulas and aconite. A modest and rewarding book.

Mr. Bernard Newman has, if one may say so without offence, been at it again, in his character of indomitable and courageous traveller. This time the result is SPAIN ON A SHOESTRING (Herbert Jenkins. 18s.), a highly practical and sensible book to read before embarking on a like tour which took him for 2,400 miles on his autocycle at an average cost of less than 13s. a day.

Mr. Anthony Carson is a different kind of voyager, for in A TRAIN TO TARRAGONA (Methuen. 15s.) he writes with humour, fantasy, exaggeration and *brio* about Spain as contrasted with Mr. Newman's more sober findings. Both books, however, make their own kind of sense, and both writers seem to share a love of that country.

ISRAEL AGAINST EGYPT: This drawing entitled "The Airborne Brigade's route to Kuntilla" is one of the many by Yehuda Harari in *One Hundred Hours to Suez*. The author is Mr. Robert Henriques and his account of the rout of the Egyptian Army by the Israelis is discussed in the review columns on this page. Not the least achievement of this authoritative book is the rapidity with which it has been produced.

Among this week's novels, the three which rate the highest marks, either for construction or sentiment, are English. First of all, Mr. Ernest Raymond's love-story of Edwardian England, THE OLD JUNE WEATHER (Cassell. 15s.). This is told by a nice and only slightly precocious boy and is full to the margins with good, evocative writing. It also has passages which remind one forcibly that the same author wrote that emotional but fine novel, *Tell England*.

THE ROUND VOYAGE (Heinemann. 15s.) has been written by Mr. John Rowan Wilson in a more subdued key, but it is one of those novels in which the reader's attention is held on every page. It is also the story of a ship on a long trip, written from an unusual angle. We have had, quite often enough, the journey from the viewpoint of the engine room, captain's bridge, or exhausted but terribly interesting passenger. Now we have it from the purser, in charge of seating, accommodation and headaches in general.

A SHIP OF GLASS (Gollancz. 15s.) is the kind of story in which one becomes so interested and concerned that one wants to warn the characters of what is likely to happen to them. Mr. John Coates writes about a young Englishman who works to help the survivors of a Greek earthquake and there meets the beautiful Icelandic girl whom he brings back to England and marries. The effect of her almost ruthless simplicity and directness on his family, on his friends, and on himself is the book's *raison d'être*. Written with wit and compassion.

WITHOUT LOVE (Collins. 13s. 6d.), by Mr. Gerald Hanley, is the story of a man who has killed and will kill again on order or through political conviction and yet is neither wholly brutalised nor stupid. In Barcelona, as a member of a subversive international organisation, he is ordered to kill once more and knows that his own death will result from disobedience. His sister comes to find him. His Spanish mistress and his revolutionary companions voice their own arguments, but the decision remains his. This is a powerful, even violent book, but a distinguished one.

New "Paper Backs"

Macmillan and Co. announce the publication of the first twelve volumes in their new ST. MARTIN'S LIBRARY. The purpose of this series is to provide paper-back books at the cheapest possible price, the titles ranging through recognised classics and minor classics from fiction to science. The initial dozen include two Hardy novels, Morgan's PORTRAIT IN A MIRROR, Bradley's SHAKESPEARIAN TRAGEDY and Frazer's GOLDEN BOUGH (two volumes). Prices are between 3s. and 6s. per volume.

WEST INDIANS IN BRITAIN

The Story of a Great Migration

It is, perhaps, one of the ironies of history that the people of the West Indies are coming in large numbers to make their homes in Britain. For the British were originally responsible for taking their ancestors out of Africa and transporting them to the islands of the Caribbean, there to extract wealth from their poverty and to lay upon them the burden of generations of unremitting toil. It is a measure of the progress of the British Commonwealth that the modern West Indians come among us as free men; they come to seek a living; they come because they must. In Brixton, North Kensington, and Paddington, in the central areas of Birmingham, and in other great cities they have settled in increasing numbers, until in some places whole streets have been given over to the coloured immigrant population. Joyce Egginton has made a detailed study of this extraordinary social development, which began in 1948. In THEY SEEK A LIVING (Hutchinson. 16s.) she outlines the result of her researches. The migrants have created numerous social problems, but there are none which cannot be solved by good will. Joyce Egginton shows how much is being done by individuals and by voluntary organisations to make the West Indians welcome. She quotes one case in Stepney where an Anglican brother learnt West Indian cooking so that those who live in his fraternity's hostel should feel at home. The greatest need is for a central authority to co-ordinate work on behalf of the new communities. This is a most thought-provoking book, well reasoned and at no time allowing sentiment to blur the essential picture.

When a musician with no writing experience and no desire for it teams up with a writer with no training in music, the resultant work is likely to show only too clearly the marks of collaboration. Mezz Mezzrow, the self-confessed, old-time, jail-happy jazzman, who "spiked" beer for Al Capone, peddled marihuana in Harlem, and played the clarinet in dives high and low, and Bernard Wolfe, who has probably done none of these things, have somehow or other contrived to produce a most readable book. They call it REALLY THE BLUES (Secker and Warburg. 25s.), and they dedicate it "to all hipsters, hustlers and flycats tipping along the Stroll, to all the junkies and lush-heads in two-bit scratch pads, not to mention the flophouse grads in morgue iceboxes." When it is not incomprehensible with jargon this is an impassioned book, its pages fraught with a certain sense of raw excitement, which perhaps stems from a surreptitious glimpse of things not meant to be seen. It has, too, the cadence of the wild American music that meant so much to Mezz.

Here is mountaineering in reverse, and how very thrilling it can be. In ONE THOUSAND METRES DOWN (Allen and Unwin. 21s.) Jean Cadoux and his associates tell the story of one of the finest exploits ever accomplished under the surface of the earth, the exploration of the Berger cavern, near Grenoble, in south-eastern France. This quest led a band of young Frenchmen along racing streams, across subterranean lakes, into vast and fantastic halls, down endless clefts and plunging cataracts until finally they reached the Starless River at a depth of over 3,750 ft. A wonderful tale of adventure is made even more thrilling by the series of photographs accompanying the text, while maps and diagrams make the epic journey easier to follow in detail.

Edison Marshall must have acquired his taste for hunting when as a boy he stalked rabbits with a ·22 in the cornfields of Illinois. Later he hunted ducks along the marshes and rivers of the American North-West. Before he was very much older, Marshall had become a big-game hunter on three continents and had acquired into the bargain a literary skill that has stood him in good stead throughout his adventurous life. THE HEART OF THE HUNTER (Frederick Muller. 18s.) is a personal memoir of this adventuring. It may follow in the well-worn path of the big-game book; it is certainly in the great tradition, and at moments breathlessly exciting.

Here are two handbooks of considerable interest. MOTOR RACING (Seeley, Service. 35s.) is the latest addition to the Lonsdale Library, and has been compiled under the editorship of S. C. H. Davis by a team of motoring contributors which could hardly be bettered. Stirling Moss writes on Grand Prix Racing, the Duke of Richmond and Gordon on Motor Racing Promotion, and John Cooper on 500 c.c. Racing. Drawings and photographs add to the value of the technical chapters. In PASSENGER LINERS OF THE WESTERN OCEAN (Staples. 42s.) Commander C. R. Vernon Gibbs has brought up to date his excellent factual record of the North Atlantic Steam and Motor Passenger Vessels since 1838. Over seventy shipping lines past and present are included, and there are biographies of more than 800 ships.

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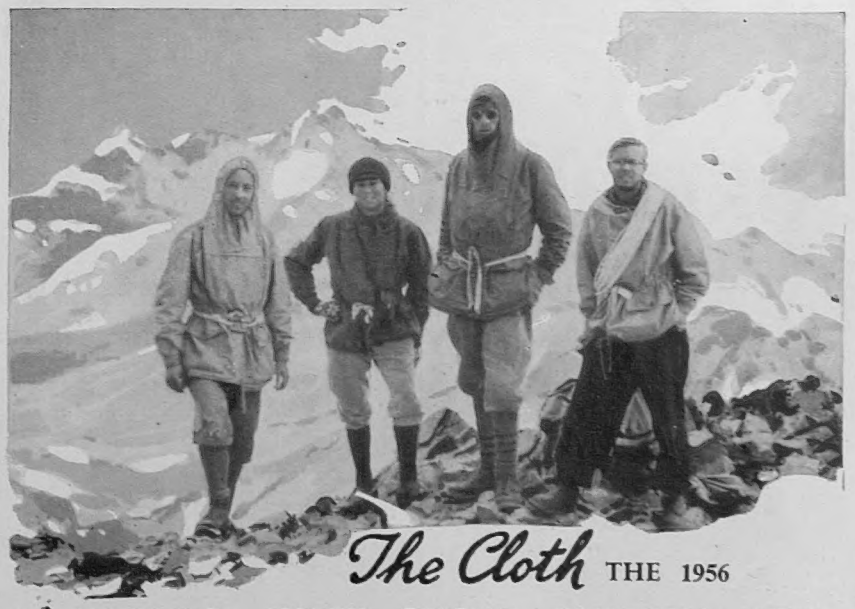

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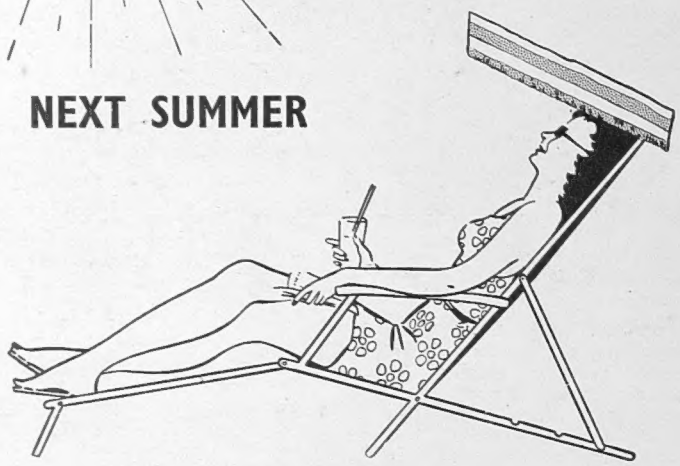

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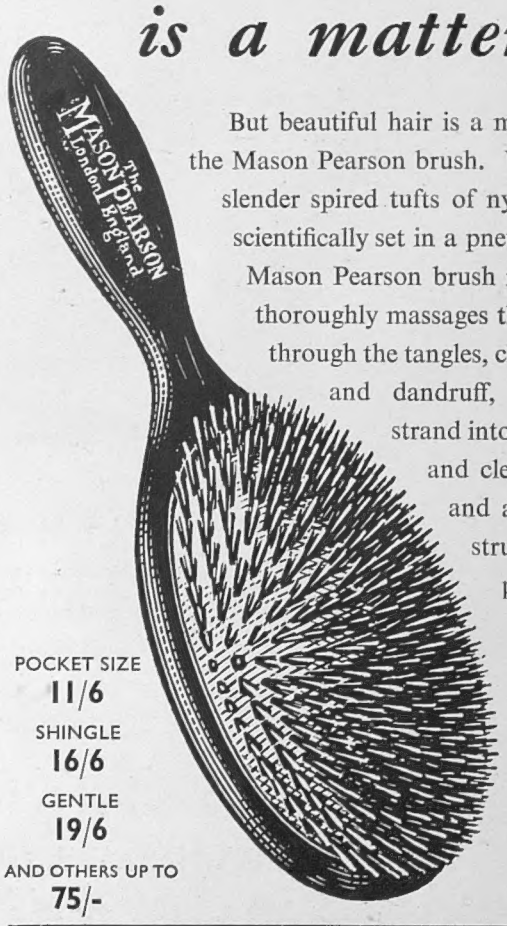

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*

"WHICH IS THE MOST COMFORTABLE COUNTRY-HOUSE HOTEL IN BRITAIN?", a correspondent wrote, and then went on to explain that her inquiry concerned two American friends who, following a visit to Stratford on Avon, wanted to find such a place where they could be supremely quiet and comfortable.

It would not be politic to single out one hotel, for what may seem comfortable to one person may be completely distasteful to another. Size, surroundings, furnishings, one's fellow guests are all contributory factors in the build-up of what we term a happy or unhappy atmosphere.

Visitors from the United States are naturally interested in the British way of life—past and present—so what better suggestion could there be, so far as England is concerned, than Endsleigh at Milton Abbot, near Tavistock, owned by the Duke of Bedford. Open from March to the end of October each year for short-period residence and meals, there is not a week in those eight months when one cannot experience a sense of great contentment.

I am glad that these particular American visitors are contemplating at least a week's stay, for it is only thus that they will appreciate this Guest Home furnished and equipped exactly as when the late Duke lived there, and managed so efficiently to-day by Mrs. D. Y. Young, who blends hotel efficiency with country-house party charm. Fortunate, too, is she in having a husband who is an accomplished chef, for from his white-tiled kitchens he provides Endsleigh guests with superb meals.

Situated about half-way between Tavistock and Launceston (the entrance lodge gates are about half a mile off the main road) the house occupies an outstanding position overlooking the Tamar, whose banks in June are smothered in one of the finest collections of azaleas and rhododendrons in Britain.

For our overseas visitors who would appreciate insights into the Scottish way of life my mind turns to that lovely seventeenth-century home of Colonel and Mrs. Crookshank—Johnstounburn, at Humbie—17 miles south of Edinburgh. Here, whether your stay be for a night or a week, you can enjoy the treasures of the resident-owners' home without any feeling of paying-guest intrusion.

The well-groomed grounds of Johnstounburn are by no means least among the attractions of this vintage house. A mile of burn fishing, a tiny loch, a hard tennis court, facilities for putting and bowls are all inducements for halting awhile within daily reach of Scotland's capital.

An increasing number of visitors from the U.S.A. make Southern Ireland a stepping-stone prior to or after leaving our shores. Is there a counterpart to what I have termed before, this Guest Home type of accommodation, in Ireland? The answer is Currarevagh at Oughterard, Co. Galway, the gateway to one of Ireland's wildest sectors, Connemara. Currarevagh will be found four miles from Oughterard, on the shore of Lough Corrib. Mr. and Mrs. Henry Hodgson, one's hosts, are the fifth generation of this family to live there. A solidly-built mansion, it may wear an old-fashioned look, but experience will quickly demonstrate that it is well-fashioned in the essential everyday comforts of plumbing, heating and lighting.

What impresses all who discover Currarevagh is the personal welcome from Mr. and Mrs. Hodgson, the friendliness of their Irish staff and the superlative country-house cooking. It makes an admirable spot for a family holiday with fishing, free and plentiful, rough shooting over some 5,000 acres, bathing in the lough, excursions to completely unspoilt sandy beaches, a thousand opportunities for sketch-book and camera, and for those who just seek relaxation and privacy, Currarevagh provides the perfect answer.

From a ducal shooting lodge to a long-established Irish family home we have travelled far, but it by no means exhausts the possibilities of country-house comfort, irrespective of whether one terms them hotels, guest houses or guest homes.

Perhaps you are seeking a seaside holiday away from the crowds. Some place smaller than I have described, but a home rather than hotel. Let me introduce you to Mrs. Brookes, a lady whose charm is expressed in her attractive house, Monksmead, which discreetly stands well back from the main road at West Runton, 'twixt Cromer and Sheringham. In sheltered and beautifully laid-out grounds adjoining woods and heather-clad hills, it is just the spot for those appreciative of first-class home cooking and who can make up their own holiday life with sea, sands, riding stables and golf links within the radius of a mile.

At Aldeburgh, in Suffolk, there is yet another Guest Home-Hotel. At the summit of the hill, opposite the parish church, is The Uplands, for many years the home of the Winn family and now opened by Miss Connie Winn to those appreciative of cultured surroundings. In this modern, disinterested age it is a wonderful experience to meet old family staff, such as one does at Uplands, who put service so much before self. It is a pleasure to handle old family silver, to enjoy for a while that sense of gracious living which embraces books, paintings, period furniture, and an old-world garden.

So far I have deliberately adhered to country-house accommodation, whose original owners or successors are maintaining the homely atmosphere and the personal touch. Yet there are others where the resident owners are so in tune with their surroundings that one feels they are tailor-made to the environs. One such place I have in mind is Charmouth House Hotel in that comparatively unspoilt Dorset village. It lies on the coast three miles from Lyme Regis.

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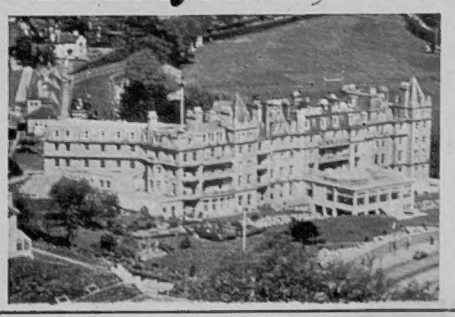

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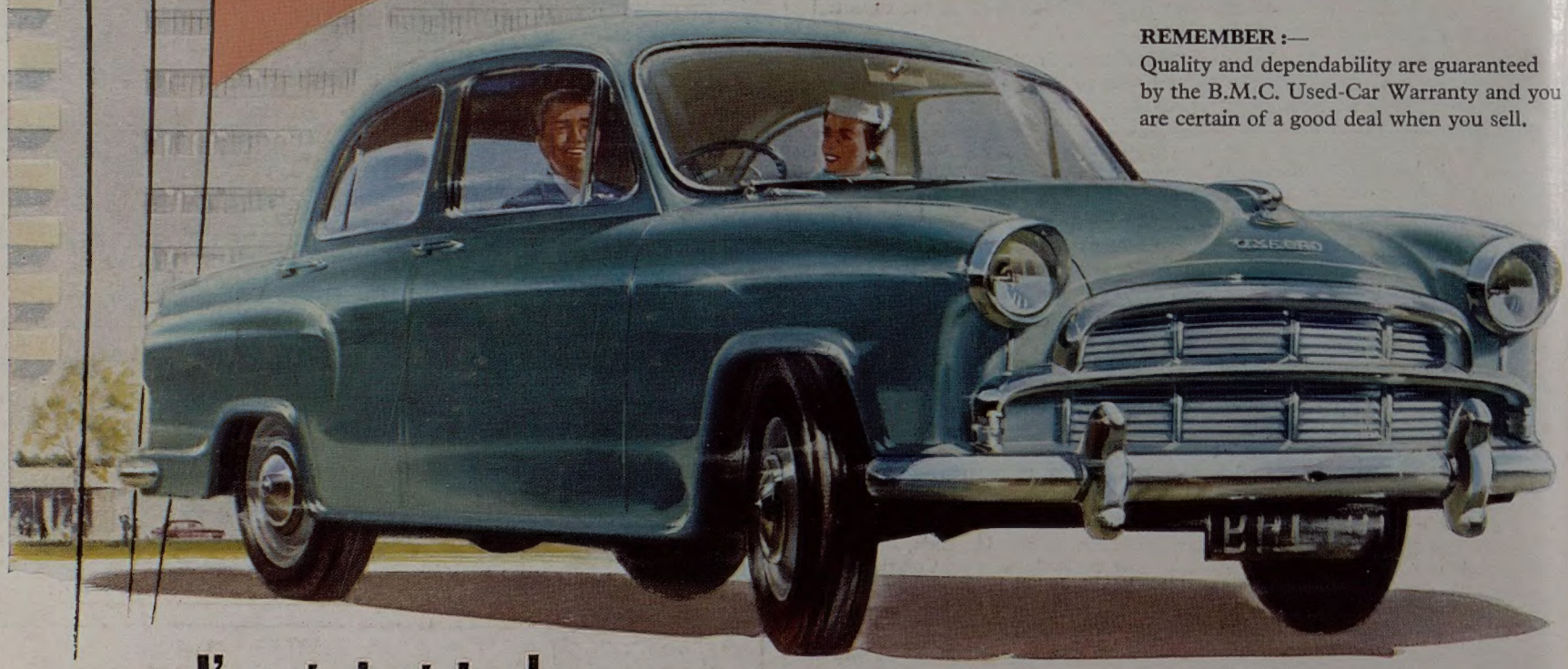

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